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The Daily Press.

HONGKONG, JANUARY 8th, 1908

THERE is a good deal more than appears on the surface in the carefully planned outcry against the proposed foreign loan for the construction of the Soochow-Ningpo railway. It is, in fact, a recrudescence of the old revolt of the provincials against the central Government, in which the foreign element, though forced into the foreground, plays really but a second part. In this the point at issue bears in its external aspect a remarkable likeness to the dispute of old days over the Lay-Osborn Flotilla. Was it to be Imperial, or under the orders and control of the provincial viceroys? There is little doubt, reviewing the subsequent course of events, that the arrangement between Prince Kung and Mr. H. N. Lay, then Inspector General, was that the fleet intended for imperial purposes was to be under solely imperial control; and that Prince Kung, when the matter was explained to him thoroughly, understood the advantage to the central Government of having such a powerful force at its back in the sempiternal conflict between provinces and capital. There was never any suspicion in the minds of the British Foreign Office that Mr. Lay's conduct in the affair had been otherwise than perfectly straightforward, or that he had wilfully misrepresented his orders. When, however, Mr. Lay and Captain SHERARD OSBORNE, the officer appointed with the consent of the British Government to take command of the fleet, arrived with the ships

in China, another condition of affairs was seen. The powerful Nanking Viceroy repudiated the whole affair, and insisted on his right to control the ships while within his territorial jurisdiction. Before the departure of the fleet from home, Mr. LAY had drawn up a formal letter of Agreement with Capt. SHERARD OSBORNE in which, amongst other stipulations, it was expressly mentioned that OSBORNE, as Commander in Chief, was to have entire control over all vessels of European construction, as well as native vessels manned by Europeans; that OSBORNE undertook to act upon all orders of the Emperor which might be conveyed direct to LAY; and that OSBORNE engaged not to attend to any orders conveyed through any other channel. This agreement, it seems, was conveyed to Prince Kung in the first instance, and not objected to. The emergency was pressing, and Prince Kung was prepared to agree to anything. Within the year affairs had changed, Kung had retired from his active position as head of the Foreign Office, and a high official, WEN SIANG, has been appointed in his stead. Thanks to Colonel Gordon the Imperial arms had been successful in Kiangnan, and the Viceroy, taking the credit on himself, had become more haughty in his demands. Accordingly a new proposal was made, and LAY was represented as having asked for the appointment of a Commander in Chief and Prince Kung was led to write that he had memorialised the Throne that the officer "already appointed by the Governor General of the Liang Kiang should be appointed Commander of the Fleet, with OSBORNE as Assistant." However open to cavil might have been LAY's first scheme, this counter-proposal was so utterly opposed to anything that could be accepted that it left no chink open for negotiation, and the result was that LAY had to resign, and the Fleet was dismantled. Sir FREDERICK BRUCE, then Minister at Peking, might have helped, but he was no friend to LAY, as his subsequent dispatch shows, and threw in his influence against him. Sir FREDERICK acknowledged that the affair did not fail through foreign intrigues, the other Powers raising no objection, but gives as his explanation—the opposition of the provincial authorities, the reluctance of Peking to assume the responsibility of directing operations, and "above all the alarm and suspicion engendered by the proposals," which would have given excessive power to Mr. LAY.

Now there is up to a certain point considerable resemblance between the position then and the present, but with this essential difference, that Peking has since seen many times how great was the mistake made in weakly yielding to the demands of the provincials, and permitting the recrudescence of the dual administration which had brought the Empire at the time to the verge of destruction. From the merely financial outlook Peking is well content with the railways already built: they have required no heroic effort on the part of the Government to finance; this has been accomplished of the foreign syndicates concerned which have in all cases found the capital sums required, and have arranged for repayment on sufficiently easy terms, so that without expenditure Peking finds itself in possession of a goodly revenue, which is moreover gradually progressing as the amortisation proceeds. More than all from a native point of view, except merely to see to the upkeep of the lines, which Peking is wise enough to see is to its own advantage, the interference of the syndicates is of the very slightest; indeed the control of the lines may be said to rest in nearly every particular in the hands of the native directors, even to a degree disadvantageous to the working of the lines, owing to the lack of experience on the part of the native staffs. Now it is noteworthy in the present contention, that while the Anglo-Chinese Syndicate has all through the controversy been willing to retire on the most reasonable terms, the upholding of the agreement has fallen on the British Minister, who on the subject is perfectly at one with the Chinese Government. The opposition has, in fact, not come from any section of the Chinese Government itself, which has the commonsense to see that it has made a remarkably good bargain not only for itself but for the Empire at large. This, in fact, is what galls SHENG KUNG-PAO and the other wire-pullers of the pretended patriotic opposition, whose sole object is to get the making of the line into their own hands for the purpose of exploiting it to their own profit. However Peking may incline towards the Syndicate from the merely monetary aspect, we should not be justified in assuming that this is the sole reason that influences it in the affair, nor is it fair to China's present statesmen to suggest

that they have no feeling of responsibility for the general well-being of the State. This, however, is what SHENG KUNG-PAO and his admirers would have us believe. Men like their Excellencies CHANG and YUAN, who have passed through the provincial furnace, are well aware how much mischief has been wrought by the former indifference of Peking in the general superintendence of inter-provincial affairs, and the consequent weakening of China through being split up into so many practically independent units; and are quite alive to the dangers to be encountered should the control of the railway interest fall into the same state of chaos as did the general government in the first half of the nineteenth century. This is, however, what such mock patriots as SHENG KUNG-PAO and his associates are intriguing for, and it requires little knowledge of statescraft to comprehend how dangerous to the interests of the nation at large would be a return to the evil days when each petty provincial was a law unto himself, and the power of control from disuse had become practically atrophied. We may learn a lesson as to the necessity of a strong central power from the recent history of the United States, where the Government has lately had to take strong measures to override the conflicting methods of the various states with regard to this very matter of inter-state railways.

Mr. A. H. Ough of Messrs. Leigh and Orme, has been made a Fellow of the Royal Institute of British Architects.

Entries for the Hongkong football Challenge Shield will close on Saturday, January 11th, and should be sent in to the Hon. Sec. (Mr. Wishart) before that date.

For stealing \$3 worth of sugar from a godown at Kennedytown Mr. F. A. Husland yesterday sentenced a coolie, at the Magistracy, to three weeks' imprisonment and six hours' stocks.

The Indian constable charged with obtaining money by false pretences from Naval officers, as reported in our last issue, was yesterday sentenced to fourteen days' imprisonment by Mr. Gomeriz at the Magistracy.

"In Town" was the piece staged by the Lilliputians at the Theatre Royal last night, and, needless to say, the youngsters afforded those in attendance the same unalloyed amusement which characterised its first production.

The five ricksha coolies who were arrested on Monday for riotous behaviour during the strike were charged before Mr. F. A. Husland at the Police Court yesterday, and each man was bound over in the sum of \$100 to be of good behaviour for twelve months.

Yesterday afternoon, as the three o'clock Peak car was descending the steepest grade at between Plantation and Bowen roads, a large dog crossed the rails and was caught by the car which almost overturned. The passengers included several ladies who were very much frightened by the incident. The car wheels cut right through the dog, killing it instantly.

An organ recital given by Mr. Denman Fuller in St. John's Cathedral last evening was very largely attended and much enjoyed. Mr. Fuller played an Allegro (Concerto in D minor) by Handel; a Pastoral by Wely, Wagner's Vorspiel (Paraisal), and an Allegro Maestoso composed locally, by Mr. James Orange. Between the organ performances carols were sung by eight members of the Cathedral choir.

The Y. M. C. A. Literary and Debating Society sat "in Parliament" for the first time on Monday night. Mr. G. Piorcy was appointed Speaker and Capt. T. P. Hall Deputy Speaker. The "King's Speech" was read. This, after commenting favourably upon the present satisfactory state of the Colony, foreshadowed the introduction of eight measures for the consideration of the House. The Leader of the Opposition freely criticised the programme and considered that there were matters of greater importance requiring the attention of the House than those it was intended to put before them. The premier replied briefly, and ably defended the Government policy. The motion was put to the House, and carried. The Hon. Member for Stonecutters introduced a Bill to provide for improving the defences of the Colony by compelling every male British subject (European) between the ages of 18 and 35 years to join an auxiliary force to have at least two weeks' military training each year. The Opposition complained that no notice had been given and that the Bill had been intentionally sprung upon them in consequence of which they were unprepared, but enquired if it was intended to dispense with the services of the existing garrison and navy. In reply the Government stated that this was obviously not their idea which was to strengthen rather than to diminish the defences of the colony. The House divided for an adjournment of the first reading which resulted in a majority for the Government, and the Bill passed the first reading. The Hon. Members for Aberdeen, Kowloon South, Stanley and Kowloon North supported the Government while the Hon. Members for Victoria North, West Point, Pinewood and Victoria West spoke from the opposition benches. The Hon. Member for Gap Rock spoke as an Independent. Our representative in the Press Gallery at this session was Mr. T. Fuller.

## SUPREME COURT.

Tuesday, January 7th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS FERGUSON (CHIEF JUSTICE).

## CLAIM FOR RICE.

The case concluded in which the Cheung Hing firm of rice merchants sued the Wo On Sei Chan firm, traders, to recover \$118.18 due for goods sold and delivered.

Mr. M. W. Slade (instructed by Mr. O. D. Thomson) appeared for the plaintiffs, and Sir Henry Berkeley, K.C., instructed by Mr. Johnson (of Messrs. Denys and Bowley) for the defendants.

His Lordship gave judgment for the plaintiff, remarking that they could not be presumed to know the limitations of the godown keeper who had been allowed to purchase rice before, and on which purchases payment had been made.

## AN ABSCONDER CAPTURED.

José Maria de Souza, for whose arrest a warrant has been out for sometime, was yesterday brought back to the Colony by Detective Sergeant Marston, and was charged before Mr. F. A. Husland at the Police Court with larceny as a bailee. In February, 1907, the defendant was employed in the Hongkong branch of the Indo-China Bank. One day he was given some registered letters, containing altogether \$1503, to post. The defendant it appears, procured some similar envelopes put blank paper in each, addressed them as the original envelopes were addressed, and posted them. With the money which he extracted from the letters he was told to post, he absconded. The Hongkong police, however, traced him to Shanghai where he was detained pending the arrival of Detective Sergeant Marston. The detective had no difficulty in recognising Souza, who was handed over to him and brought safely to Hongkong. When he heard the evidence yesterday, his Worship sentenced the defendant to six months' imprisonment with hard labour.

## VILLAGE ELDERS MURDERED.

The story of one of those crimes for which China is so notorious was told to Mr. F. A. Husland at the Police Court yesterday afternoon, when Mr. G. E. Morrell, of the Crown Solicitor's office, on behalf of the Chinese Government applied for the extradition of a native on a charge of armed robbery. Mr. P. W. Goldring (of Messrs. Goldring and Barlow) represented the defendant.

Mr. Morrell informed his Worship that the accused was charged with armed robbery at Kwai Ling in the Waihow Prefecture. It appeared that the elders of this village had reported the names of all the lawless characters in their district to the authorities, and the defendant's name was included in the list. In consequence, the lawless class threatened to exterminate the elders. On the 9th May, 1906, four elders started off to pay respect to the ancestral tablets in a neighbouring village called Wong Yuen. They proceeded on the journey on foot, a son of one of the elders and a coolie following them, and carrying the food trays. When they got to Kwai Ling, which was half way between the two villages, four men, of whom the defendant was said to be one, jumped from an ambush and seized the elders. When the coolies in the rear saw this they dropped their trays, and ran. The robbers pursued them for a distance, but they succeeded in making their escape. They collected help and returned to the place where the robbers had surprised the party. There they found the four dead bodies of the elders, and on returning to the village gave the names of the robbers. In consequence of that report the defendant was arrested in Hongkong.

His Worship—These four men were armed, and were seen to attack the elders? Mr. Morrell—They all carried revolvers, and were seen to jump out on the four elders and shoot them.

—Evidence was then called, and the hearing adjourned.

## CANTON-KOWLOON DEBENTURES.

The Globe says:—Those who subscribed to the Canton-Kowloon Railway issue may care to know that they can exchange their scrip receipts for the bonds themselves at the Hongkong and Shanghai Bank. These 5 per cent bonds have gone very widely into the hands of small investors, and are a security which are never likely to provide the smallest ground for anxiety. The last surveys are now being made, and the line when completed will have a length of 125 miles. The last 21 miles beyond the frontier are in British territory, and this section is being constructed by the Government of Hongkong. This is one of three railways now being laid down under the auspices of the British and Chinese Corporation.

The Canton-Kowloon bonds at 95-99 give a return of 25 3/4 per cent, which is a trifle more than other Chinese railway issues known to the London Stock Exchange. The security appears quite as ample in this case as in the others, and the variation in yield is merely traceable to popular whim. The Imperial Railway loan at 99-100 yields 5 per cent, and the Nanking loan about the same. A comparison of quotations will show that the standing of the various Chinese railway loans is as good as, or better than, that of many South American Railway issues.

## HOCKEY.

There will be a practice game on the Club ground to-morrow at 4.45 p.m. sharp, when it is hoped that a good number will participate.

On Friday, 10th inst., the Club, playing in colours, will oppose a Naval team got up by Lt. Mullins, R.M.L.I., on the Club ground, at 4.45 p.m. sharp.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on Jan. 7th at the Board Room. The Hon. Dr. J. M. Atkinson (president) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), Hon. Mr. A. W. Brewin (Registrar-General), Captain Lyons (Captain Superintendent of Police), Colonel Martin, R.A.M.C., Mr. A. Shelton Hooper, Mr. Lau Chu-pak, Mr. Fung Wa-chun and Mr. G. A. Woodcock, secretary.

## NEW MEMBER.

The President—Before commencing the business of the meeting I wish to introduce to you Colonel Martin, the new P.M.O., and on your behalf to welcome him as a member of the Board.

## THE HONGKONG HOTEL.

The following letter was read from Messrs. Palmer and Turner applying for modifications of section 180 (a) and 188 (5) of the Public Health and Buildings Ordinance 1903:—

Dear Sirs,—Herewith we submit plans showing the proposed manner of rebuilding the southern portion of the Hongkong Hotel. On June 29, 1905, we were informed by the Assistant Secretary of the Sanitary Board that the Governor-in-Council granted a modification of the requirements of section 180 (a) and 188 (5) of the Public Health and Buildings Ordinance 1903, in accordance with sketch plans we had submitted for approval just previously. The height of the building as now proposed is the same as shown on the plans then submitted. We should be glad to know if we may consider if the modification of the section 188 (5) as already obtained is still valid. As regards section 180 (a) the arrangement of the new plan has been considerably altered. We are instructed to apply to the Sanitary Board to recommend a modification of this section so as to allow of the open spaces on the ground and first floors being curtailed below the requirements of the Ordinance as shown in the accompanying plans. We beg to point out that the ground floor is not to be used at all for sleeping purposes. The frontage of the block is occupied entirely by shops which are well lighted and ventilated from the front and (with the exception of one shop) from the back. The rest of this floor is to be used as a godown, store, baggage, boiler and engine room the portion of the yard deemed to be covered over, for the use of receiving and unpacking goods. The first floor with the exception of one bedroom attached to the private suite is not to be used for sleeping purposes. The other rooms comprising reading, smoking, billiard, and bar rooms are all well lighted and ventilated. The cloak and sewing rooms are to be ten feet in height and the portion shown as a covered yard is required as a was ing up yard. The other upper floors are utilized for bedrooms and the open space for each floor is considerably in excess of the requirements of the Ordinance. All the bedrooms have been arranged as far as possible so as to get thorough ventilation from the air spaces both back and front, and we think the Board will recognise that the arrangement of the new plan is an improvement on the plan which was sanctioned in 1905. The area of the building on each floor and the area of the open and unobstructed spaces is the same as marked on the plan.

The MEDICAL OFFICER OF HEALTH intimated that he recommended the plans be approved as far as they concern the Board.

Mr. HOOPER—I agree with the Medical Officer of Health.

The REGISTRAR-GENERAL—Is there more air space or less than was approved in 1905?

The MEDICAL OFFICER OF HEALTH submitted a table showing that the open air space in 1905 amounted to 29,380 square feet, and on the new plan it amounted to 31,208 square feet.

The PRESIDENT moved that the modifications be granted subject to the approval of the Governor-in-Council.

Mr. HOOPER seconded, and the motion was agreed to.

## OUR WATER.

The report of Mr. Frank Browne, Government Analyst, on samples of water from the Kowloon, Typhoon and Pokfulam services showed that in each case there was no sewage and the water was of excellent quality.

## MORTALITY STATISTICS.

The mortality returns for the week ended December 7 showed that there were 136 deaths, being 21.5 per 1,000 of the whole Colony, as against 23.5 for the previous week and 22.3 for the corresponding period last year. Of the deaths 34 were from chest affections and 22 from fevers (Malaria 11). For the week ended December 14 there were 154 deaths, being 24.3 per 1,000 of the whole Colony, as against 20.7 for the corresponding week last year. Forty-seven deaths were due to chest affections, eight to fever and five each to dysentery and diarrhoea.

## RAT RETURN.

The rat return for last year was laid on the table, and it is interesting to note that although more rats were caught fewer were plague infected. In 1907, 25,265 rats were caught in Hongkong and 13,255 in Kowloon, a total of 38,520, of which 28 were plague infected. In the preceding year 30,701 were caught, of which 679 were plague infected. For the first four days this year the 468 rats caught were all free of plague.

## HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson &amp; Co., Ltd., Sole Agents.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## SHIPPING NEWS.

LONDON, January 7th.

The "Housatonic" has been wrecked off Antrim, and the "Mount Royal" has been sighted.

## CRICKET VICTORY FOR ENGLAND.

LONDON, January 7th.

The second test match ended in a victory for England by one wicket.

## AMERICA AND JAPAN.

Tokyo, January 7th.

Viscount Aoki, the Japanese Ambassador to America, who has arrived from San Francisco, was entertained by the local Chamber of Commerce, and has outspokenly declared that he will try to persuade the Tokyo Government to prohibit emigration to America, and that he would lay all his views before the Government. The Viscount had to be protected by the police, owing to rumoured threats by the Japanese socialists.

[REUTERS' SERVICE.]

## ASIATIC IMMIGRATION TO AUSTRALIA.

LONDON, January 5th.

The Sydney Morning Herald, commenting on Asiatic Immigration declares that Australia is determined to adhere to a white deal at whatever cost, any compromise is impossible. Representative Australians consider that the controversy enforces the need of a sound system of self defence, enabling Australia to assume the responsibility of her own policy even, if the necessity arises.

## THE UNITED STATES AND JAPAN.

LONDON, January 5th.

Advices from Washington state that President Roosevelt and Mr. Root have held a long conference on the Japanese situation.

## THE STRIKE AT PORT SAID.

LONDON, January 5th.

The strike of coal workers at Port Said is ended.

## THE LONDON "TIMES."

LONDON, January 5th.

The Observer, which belongs to Baron Northcliffe, (Sir Alfred C. Harmsworth,) says that important negotiations are proceeding to place the direction of the Times in the hands of the very capable proprietor of the popular magazines and newspapers.

## THE NEW MINING DRILL.

LONDON, January 5th.

Most important trials of the Gordon Drill at the Rand mines, show a far reaching effect on the labour problem. A native working the drill for five hours achieved results equal to a day's work of fifteen coolies.

## BATTLESHIP ADRIFT.

The terrific tide which flows in and out of Portsmouth Harbour as the result of the constant dredging operations was the cause of serious mishap last month. Just before midnight the battleship "Prince George," the flagship of Rear-Admiral Farquhar, Commanding the Portsmouth Division of the Home Fleet, broke away from her moorings in the middle of Portsmouth Harbour and immediately began to drift up the harbour with the strong current that was running. The perilous position of the vessel was happily quickly discovered by the watch, and an alarm was instantly raised, but by this time the vessel had already gained considerable way, which was every instant increasing. The order was given to drop the anchor, and it was only the remarkable promptitude with which this order was carried out that saved a very grave accident. The anchor had the effect of checking the vessel's progress, but it could not prevent her swinging round with the tide, and in doing so she was carried on to the stem of the new armoured cruiser "Shannon," which had only the previous day arrived from Chatham for trials and was moored at No. 3 Buoy. In the meantime the tugs which are always kept with steam up alongside the dockyard for use in emergencies had been signalled for, and with their assistance the two great vessels were cleared and the "Prince George" was placed alongside the dockyard. She was making water, though it was not considered that her damage was so serious as to necessitate docking. Yesterday morning she was placed in No. 14 Dock, and an examination showed that she was badly holed on the starboard side amidships. As she was being taken to the dock a heavy list to starboard was apparent. The "Shannon" was also damaged about the upper works, but the damage was not of an extensive or serious nature. It appears that the bridge of the moorings parted just beneath the buoy, which drifted up the stream with the backwash. The "Prince George" is a vessel of 14,900 tons.

THRILLING STORY OF  
CASTAWAYS.

TERRIBLE PRIVATIONS OF SEAMEN.

One of those tales of the sea, unique in the realm of romance, comes from New Zealand, and is invested with local interest by reason of the fact that a brother of Mr. H. Eyre, the manager of Messrs. Wm. Powell, Ltd., was one of the crew of the wreck. The four-masted barque "Dundonald," of 2115 tons, sailed from Sydney for Falmouth on February 17th last year. On the morning of March 7th, at 12.30 p.m., the ship struck on the precipitous cliffs of Disappointment Island, a bleak and barren island to the west of Auckland Island, and a place where many a good ship has been driven by mountainous seas on to the cruel rocks. In the case of the "Dundonald," when the vessel struck, a heavy sea swept the crew overboard, and twelve of the unfortunate men, including the captain and his son, were drowned. Disappointment Island! The place is well named. It has been the "last port of call" for many seamen, and it was a cheerless haven for the survivors of this wreck. The mate of the "Dundonald," Jabez Peters, worn out with fatigue, and disappointed with the discovery that the island was not one on which a depot was situated, died after a fortnight.

The remainder of the crew, fifteen all told, spent several months on the island of Disappointment, during which time they endured terrible privations, and as they scanned the seascape day by day for a friendly sail without success, must have realised fully the meaning of the proverb, "Hope deferred maketh the heart sick." During their stay on the island the seamen lived on the young mollyhaws (penguins?) and the stems of plants. Later, when the birds migrated, seals came along, and these were clubbed and provided food and clothing.

As month succeeded month, and no vessel came into sight, the castaways decided to try to reach the main Auckland Island. They made a canvas boat, seven feet long, pieces of canvas being sewn together for the necessary covering. The needles the sailors used were made of birds' bones. When the frail skiff was ready for sea some of the seamen set sail for the main Auckland Island, the nearest at five miles distant, in search of provisions. After an absence of seven days, in which trip they had been unsuccessful, they returned to their comrades. A second attempt was made later, and after terrible difficulties they succeeded in reaching the depot, where the story of their adventures was told. The boat, provided for castaways was then scoured, and the sailors faced the heavy sea once more to rescue their comrades. They reached the island which had been their dreary home for so many long months, the remainder of the crew were shipped, and all arrived safely at the depot where they remained until the arrival of the New Zealand Government steamer "Himera," by which vessel they were taken on to Auckland.

The survivors are Mr. Lauchlan, second mate; Kunder, third mate; Eyre, Walters, Jule, Finlay, Santiago, Herman and Pretz, A. B.; Ellis, Peel, Stewart, Gratian, ordinary seamen; Ivesy, deck boy; Roberts, cabin boy.

Those drowned were J. Thorburn, captain; his son, J. Thorburn, jun.; W. E. Smith, steward; E. Lee, carpenter; T. Crawford, sailmaker; J. Cromarty, dock boy; Hallerson, Watson, Lagerbloom, Lowe, Navarat and Watson, A. B's.

Other disasters on the Auckland Island include the wreck of the French barque "Anjou," in February, 1905; the brig "raton," and schooner "Levernail" in 1864; the ship "Derry Castle" in 1887; the barque "Compadre" in 1891; and the ship "Stonehigh" in 1895. A notable disaster was the loss of the "General Grant," an American vessel, in the year 1866. She ran into a cave about 250 yards long. She had a large number of passengers on board, 63 of whom were drowned. On November 21st 1867, ten survivors were rescued by a brig. Others tried to reach New Zealand in a small boat, but were never heard of again. Altogether 80 lives were lost in the wreck. Many attempts have since been made to recover some boxes of gold which were on board when the ship went down.

Mr. Eyre has not yet heard from his brother, but his people at home have written him that they have received a cable from the young sailor, stating that he is in the best of health.

## COTTON STRIKE PROBABLE.

At the beginning of December, a Manchester correspondent wrote:—It looks as if hardly anything can prevent a strike in connection with the fine counts cotton wages question in Oldham and district. Last week's joint meetings of masters and men have rather aggravated the relations between the two sides as compared with the position of affairs that existed when the President of the Board of Trade intervened about ten days ago. The fact is, the employers are getting unconcerned at the prospects of a stoppage of machinery, there being in their view so many cases of trouble with the work people at the present time. The masters allege that in several instances the requests of the hands through their officials are unreasonable. To-morrow (Tuesday) is the last day for a reply to the operatives' ultimatum of a general advance of 10 per cent in the counts above 60s. The masters are prepared to go as far as five. It remains to be seen what will be decided upon. Lancashire spinners as a whole are losing ground not only in shipping numbers, but in what are known as Bolton counts. The yarn demand has fallen off. There is not so much pressure for deliveries, and supplies are backing up in first hands. There is some consumption being lessened by manufacturers allowing looms to stand idle.

A meeting of Burnley manufacturers is to be held probably this week, to discuss the matter of running short time. Concerted action will be very difficult to arrange, as the point of rent and turning has to be adjusted. Short hours in individual cases are sure to be adopted. The prospects for Christmas in the staple trade of Lancashire are certainly poor, some authorities believing we shall have a bad winter, and that the spell of good trade is showing definite signs of passing away.

## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, December 8th.

VISCOUNT AOKI.

The United States has this week provided most of the Anglo-Saxon interest in Oriental matters. The news that came out suddenly in Washington on Tuesday that Viscount Aoki was to return within a fortnight to Tokyo and had presented his letters of recall set everybody guessing, and of course we had sensational headlines on both sides of the Atlantic as to strained relations between America and Japan over the immigration difficulty on the Pacific coast. Since then the Japanese Ambassador in Washington has himself explained that he goes merely to personally discuss matters under negotiation between his country and the United States, immigration being only one of the questions. He declares that his going has no untoward significance and hints that the recall is on his own suggestion.

Quite so, but I doubt if that is all the truth. As a matter of fact Viscount Aoki has not quite been a good fit in his position at Washington. He is old and has less adaptability to the peculiar atmosphere of the American capital than his diplomatic there, and he had not been at his post long before he gained the name of being peevish and irascible. He is said to have exceeded the spirit of his instructions from time to time and misunderstandings have in consequence arisen that have taken all the skill of the statesmen in Tokyo to clear up.

Neither in Tokyo nor in Washington is his handling of the negotiations concerning this immigration question regarded with much approval, so he is not likely to reappear at Washington again. Japan, according to my official informant, is extremely anxious to meet the United States under the best conditions at this time, for the interests of the two countries are rapidly converging in the Pacific to a point where a false step might be disastrous. Thus, while the good work accomplished by Viscount Aoki is not minimised, it is practically certain that he will be succeeded by a more alert diplomat with characteristics based on a more cosmopolitan training.

## JAPANESE IN CANADA.

Again in Canada, we have reason to be thankful that the head of affairs is a level-headed statesman with a long eye for effects. Sir Wilfrid Laurier's rebuke to the Opposition leader for augmenting the agitation against Oriental labour is warmly approved by a large section of Canadians and by commercial magnates here, for it is recognised that there should be some rational settlement on a basis of restriction, of the present troubles, and after that there is a great field for Canadian trade in the Far East.

What gives the Opposition in Canada an impetus in their agitation is the fact that in Toronto and other cities there is just now a gathering crowd of unemployed, living on relief distributions, and the winter is looked forward to with misgiving. There are white workers, and the labour agitators are plying the contrast between the abundance of white labour in the cities of the East of Canada, and the demand of employers for Oriental cheap labour in the West. Of course the bulk of the Europeans now stranded in Toronto and elsewhere are part of the rush of immigrants from Bulgaria and the Balkans chiefly, which reached Canada on the tail end of the late harvest. They did not earn enough to help them to drag through the winter and so make it possible to await the full employment of the warm months next year. Canada is in the transition stage. She is developing and needs thousands of workers, particularly in agriculture in summer; then when the hard weather comes the work is restricted, and Canada has not yet developed enough winter work for all these men. Hence the matter is not easy to adjust on an all-the-year-round basis.

## DOWNING STREET BUSY.

I am given to understand that this Asiatic labour question is causing anxiety in Downing Street as well as in Washington and Ottawa. It is stated on good authority that it is one of several matters now under discussion, and it may be found necessary, to complete arrangements for the Japanese Ambassador here, Baron Komura, to pay a visit to Tokyo early in the year. I hear that agreements are aimed at between Japan and America, and both Great Britain and a Continental power are interested in other agreements with Japan under discussion. The correspondence will have proceeded sufficiently far by the end of this month to decide whether it is advisable to have Baron Komura in Tokyo to consult with the Government there in respect to the final details of the agreements.

## PRESIDENT'S MESSAGE.

The long message sent by President Roosevelt to Congress on Tuesday is mainly interesting also for its Far Eastern reflections, because so far as it touches American affairs it is obscure, as to present evils in finance and commerce, and for the first it is a sort of window-dressing for the Republican party show in next year's Presidential elections. The demand for more battleships, coaling stations, docks and coast fortifications in the Pacific, and the advocacy of periodical naval tours in both oceans—facilitated by the future completion of the Panama Canal—indicate how clearly the President sees the Japanese and Americans developing a closeness of touch in the Pacific that may be fruitful for great power if combined in friendship, or may be productive of everlasting trouble if dragons' teeth are sown. It is this part of the message that rouses interest here.

British educationalists also think that the President has been keeping a close eye on British doings, for he has taken a leaf out of the book of the British committee framed by the China Association and the China Society to attract Chinese students to these shores. Evidently the President wants to imbue

Eastern students with something of the American spirit, for he is anxious for concerted action to induce the students from China to go to American universities.

This strangely worded paragraph headed "Foreign Affairs" is also worthy of note:—"In foreign affairs this country's policy is to behave toward other nations as a strong and self-respecting man should behave toward the other men with whom he is brought in contact. In other words, our aim is disinterestedly to help other nations where such help can be wisely given without the appearance of meddling with what does not concern us; to be careful to act as a good neighbour; and at the same time, in good-natured fashion, to make it evident that we do not intend to be imposed upon."

Surely as good a way of setting up a bluff to Japan and at the same time throwing a sop to American Imperialists as could have been devised.

## FALSE DEDUCTIONS.

The papers are so ready to jump to the conclusion that trouble is looming in China that it is no wonder that when it was announced that the 2nd Cameron Highlanders were ordered to go from Pretoria to North China, some of the wisecracks of yellow tendencies should see danger streaks all over the East. Therefore the authorities at the War Office have issued a solemn announcement to the effect, that it is an ordinary troop movement and there is no knowledge of the reported agreement among the Powers to increase the strength of the garrisons in North China.

## WIRELESS TELEGRAPHY.

Mr. F. J. Cross, who is employed by the Fiji Government, and has been here consulting the Colonial Office as to the project to connect Canada and Australia by wireless telegraphy, states that he and his colleagues are convinced that the plan is feasible by means of a wireless midway station at Fiji. The chain of the wireless connection will run from Vancouver to Fanning Island, about four thousand miles, thence to Samoa, Fiji, Ellis, New Zealand and finally Australia.

## A SHIPPING MYSTERY.

There is a mystery at Barry Dock, over the crew of the steamship "Camet," brought in by a Chinese crew a fortnight ago. There was apparently a concerted plan among the Chinese, for they suddenly vanished, leaving no trace, and without drawing the money due to them or taking their effects away. As much as twenty pounds was due to some of them. Another crew has had to be picked up in London and shipped under police guard to prevent surprises of an unwelcome nature.

## THE OFFICIAL SECRET.

I hear that a new rule has been introduced to a Government office where literary activity has been notable for many years. It is now ordered that no official shall publish a book of any kind without the permission of the Permanent Under-Secretary. Some of the officials have produced books bearing on the science of their work, and it is this particular side of literature that, I fancy, rouses the ire of the permanent official. Fancy having any notion of the sciences of your work in a government office, anyway!

The question of training, as a matter of fact, wants longer consideration than it gets. I believe first division clerks are sent from time to time to the Civil Colonies from the Colonial Office in connection with the study of vexed questions but that is as far as the idea goes. I have heard that when Sir Frederick Lugard was Commissioner for Nigeria he wanted to reverse the order of things and nearly persuaded Mr. Lytton to agree to his spending part of the year in Nigeria and part in Downing Street as the adviser of the Colonial Office, but the suggestion finally fell through.

## REUTERS'S JEALOUSY.

The message sent by German official hands, and apparently approved by the Kaiser himself to the "Manchester Dispatch," the brightest morning paper outside—and perhaps inside—London, has caused a good deal of comment, and though Reuters has denied its authenticity, the echoes so far as with the "Dispatch," for it prints a facsimile of the message with corrections marked, so it claims, by the German Embassy. The Kaiser is all for peace in the message, though he wants a stronger navy as part of the development of his country and the development of German colonies. He denies that Germany has any designs on any of her neighbours, but he shows that he means to develop the colonies to the utmost. "It is true," he says, "that we started our Colonial policy only after the best countries for colonisation were in the hands of other nations. But that cannot be helped. As we cannot get the very best, we must be satisfied with the best of what is left. After all, we can do with the overseas possessions we have got, our colonies will become very valuable by German industry, German energy, and German perseverance, only we should not let like children who stick beans in the ground and go the next day to see if the plant is growing."

Of England and other nations the Kaiser speaks in terms of cordiality. Probably the German Embassy wanted to minimise the message after it had been given, for the London correspondent of the "Dispatch" assures me that he obtained the statement himself through the German Ambassador and it was at the instance of the Ambassador that it was submitted to the Kaiser, subjected to corrections and sent back.

The Kaiser, by the way, is very greatly benefited by his stay. His boresness has gone and he is in excellent spirits. When he leaves for Holland and Germany in a week or so he will be in much better form to deal with state affairs than he was when he came. He is a great favourite in Hampshire, and on Saturday he entertained the local schoolchildren to tea, himself cutting a monster cake made by the chef at Highfield Castle for the occasion. There are still rumours abroad that his throat has more the matter with it than

more hoarseness, but official denials appear regularly that there is any truth in the stories and declaring that no operation is being considered for his nose, his ear, or his throat. One thing which is cheering him is the victory his henchman, Count Buelow, has won in the Reichstag by cowing the "bloc" of Socialists into unity with the Government, on a "vote of confidence." The vote of confidence to Buelow, used the Kaiser quite as much as the actual receipt.

## PERSONAL ITEMS.

Personal items that have come to my notice include the following. Mr. Myles Valentine Blake, second son of Mr. W. V. Blake McGrath of 75 Lancaster Gate has become engaged to Miss Margaret Plummer, second daughter of Mr. James Johnstone Kewrick of Mable, Kircumbrightshire, and grand daughter of the late Sir Harry Parkes, former minister to Japan and China.

Brevet Colonel G. Wright, Commanding the Royal Artillery, Straits Settlements, has been appointed a member of the Artillery committee of the War Office.

The death of Mr. James Duncan-Campbell, C.M.G., on Tuesday at Clancarlo Gardens, W., removes one well known in the China service. He was formerly connected with the Treasury and Audit Office in Downing Street, but in 1893 he was allowed to resign and take up the duties of Secretary and Auditor to the Inspector-General of the Chinese Imperial Customs in Peking. He subsequently served as special commissioner for China in Europe, and organized the London office of the Inspector-General. He was concerned in the peace of 1885 between France and China, and the treaty of 1887 between Portugal and China. In 1885 he was made C.M.G. and received many marks of approval from the Chinese and British Governments.

Another notable death has been that of Mario Raggi the sculptor at the age of eighty-six. He died in Surrey after a life full of notable work. He did statues and busts of many well known people here but, I believe, he regarded the work he did for the Jubilee Memorial in Hongkong as his chief effort.

## SOCIAL CHINESE.

Many curious parallels between the Western nations and the Chinese were pointed out by the Rev. George Owen in his lecture before the China Society at Carlton Hall last night on "The Social Life of the Chinese." Sir J. McLeary Brown presided. Mr. Owen at the outset mentioned that the average Chinese is one of the most sociable persons in the world.

He had a facility for friendship, and his friendships took up the greater portion of his life. The New Year celebrations gave him the best opportunities for realising how large his circle of acquaintances was, for during the fifteen days' holiday he was in the habit of calling on them all. But if during this period he had any spare time on his hands, Mr. Owen regretfully had to admit that the old adage about Satan finding work was true, and the time was spent mainly in gambling. Usually the previous year's savings were lost and the Chinese were such inveterate gamblers that they did not desert until their clothes had almost all gone also. But Mr. Ivan Chang the genial secretary of the Society in commenting on the speech later in the evening said that although gambling was condemned by eastern philosophers and anathematized by religion just as in the West, yet it certainly bore the authority of Confucius for that philosopher said "He who has nothing to do had far better engage in gambling and chess than be altogether idle."

The Chinese ladies like those in the West, according to Mr. Owen, are not altogether free from the vice. Chinese ladies like their cards just as English women love their rubber at Bridge. Mr. Owen proceeded to comment on the Chinese passion for theatricals and the fact that the stage was usually the front entrance to the Temple. Another social custom of the Chinese commented upon was the exclusion of women from almost all the social functions, and the fact that at no time did the two sexes publicly mix at these meetings. The reason for this Mr. Owen did not profess to know, and he left it an open question whether Chinese women were too charming and demoralising, or too loosely and uninteresting.

Raising, said Mr. Owen, appeared to be the basis of all Chinese social intercourse; whether it be a wedding, a funeral, the healing of a feud or the making of a fresh acquaintance, a meal had to enter into the question. A Chinese song said "Happily we will drink and we won't retire until the wine is gone,"—an almost exact equivalent, as the lecturer pointed out, of the Anglo-Saxon chorus "We won't go home till morning."

Another curious parallel was the Chinese custom at weddings of the guests contributing toward their own entertainment, their contributions varying according to the receipt of past favours and their expectations in the future. It seemed also that China had organized its corresponding closely to English state and goose clubs. These existed for the purpose of helping toward the cost of funerals, weddings, and other purposes for which funds were needed.

## LATEST STEAMER MOVEMENTS.

The J.C.J. str. *Tykin* left Moji via Amoy for this port on the 6th inst., and may be expected here on or about the 12th inst. The H.A.L. str. *Aranta* left Moji on the 7th inst. at 10 a.m., and may be expected here on the 12th inst. The H.A.L. str. *Saxonia* left Singapore on the 6th inst. at 5 p.m., and may be expected here on the 13th inst. The C.P.R. str. *Empress of Japan* arrived Yokohama at noon on Tuesday, the 7th inst., and left again at 4 p.m. same day for Nagasaki, where she is due to arrive at 3 p.m. to-morrow. The C.P.R. str. *Empress of China* arrived at Vancouver at 3 p.m. on Monday, the 6th inst.

## TANSAN.

BOTTLED AT THE FAMOUS TAKARADZKA SPRING

CLIFFORD WILKINSON TANSAN CO., KOBE.

Pure and Refreshing and Deliciously Refreshing Tablewater.

Relieving Gout, Promoting Digestion, Giving Tone to the Whole System.

Dr. MARTIN DE LISLE, M.D., formerly in laboratories of Professors Boussier and of any sort of "Fountain" Paris, writes:—"TANSAN contains no microbe CHOICE WATERS." I find Tansan pronounced "THE CHOICEST OF ALL" taste and in effect on the stomach. Beware of imitations.

SOLE AGENTS:—

H. PRICE &amp; CO., LTD. WINE, SPIRIT &amp; CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

SIR EYRE MASSEY SHAW.

AMPUTATION OF HIS REMAINING LEG.

Sir Eyre Massey Shaw, who for thirty years ruled the London Fire Brigade, and was so popular a figure, as "Captain Shaw," that he inspired a song in "Iolanthe," has, at the age of seventy-eight, undergone an operation necessitating the amputation of his remaining leg. Nine years ago his other limb was amputated. And yet so marvellous a vitality is possessed by Sir Eyre Massey Shaw that he was stated to be "well on the way to recovery" when the mail left.

When he retired from the control of the London brigade sixteen years ago Sir Eyre had dealt with 173,981 outbreaks of fire in the metropolis; he had increased London's fire stations during his term of authority from 13 to 59; and had augmented the number of firemen from 113 to 709. Described as one of the most active men in the metropolis, he yet found time to write six books dealing with fire and indulge in his two favourite sports—hunting and yachting.

Always shy of publicity, Sir Eyre was much perturbed when, during the performance of "Iolanthe," one of the characters sang a verse which ran:

Oh! Captain Shaw,  
Type of true love kept under,  
Could thy brigade,  
With cold cascade,  
Quench my great love, I wonder?

Sir Eyre Massey Shaw won the devotion of all the men under him. A characteristic story is told of his solicitude. A fireman, terribly injured, was brought in at eleven o'clock one night for an immediate operation. The first words the fireman subsequently uttered were "Has the governor come in to inquire about me?" The officials doubted if he would at so late an hour. But the injured man knew his chief better, and, sure enough, a few minutes later Captain Shaw arrived in evening dress. He had hastened away from a social function to comfort this suffering unit of his force, and the injured fireman, although in great pain, struggled to salute his chief.

THE GERMAN EMPEROR AND  
GERMAN POLICY.

The Manchester *Daily Dispatch* publishes a statement recording remarks made by the German Emperor in the course of conversations with a diplomatist of European standing. In view of the assurance editorially given by the *Daily Dispatch* that this statement has been submitted to the German Ambassador and by him to the Emperor, and has been returned with some pointed alterations with authority to publish it, we reproduce with all reserve some of the remarkable passages which it contains:—

"A strong navy is therefore [in view of food supplies] demanded for the future development of Germany. We are obliged to secure new markets for the export of our own industries. As these countries are inhabited in most cases by half-civilized nations, we are bound to show them our power. Some more men-of-war would bring in millions of money to our commerce, as we would get much better conditions in our commercial relations than we get now."

"After all," the Kaiser continued, "we must have our colonies for our ever-increasing population if we are not to lose millions of our own people. There are no countries in Europe we could conquer without damaging ourselves. Let us begin with the north. The Scandinavian countries are very beautiful indeed, but they are very poor; in consequence they are not at all desirable to us. Of course there is much of the old Germanic strength and tenacity in their population; but this would only make more difficult their political and national assimilation. Holland's population shows very much the same tenacity of national character. Even more would this be the case with Belgium, Switzerland, and so on. It serves as the very best buffer State we could wish. One may say about Switzerland, if it did not exist, it would have to be invented."

"Russia? It is quite true the Baltic provinces have been German once; but they are not German any longer! The Russification of these provinces makes progress daily, and we would be very much mistaken if we believed that we should be resisted there with opposition. Besides, even if we could conquer the Baltic provinces it would become for us nothing more than a matter of permanent difficulty. The extension of our East frontiers would put us in a worse strategic position than now. Our position as regards Russia itself would become untenable. And this would not be the worst. We would make a useless, our permanent and irreconcilable enemy. We should have to fight Russia, which would observe very likely the same military tactics against us which the Russians practised against Napoleon during the war of 1812. No! We should never think of such conquest! We need Russia, and Russia needs us."

Mention was then made of Anglo-German relations. The Kaiser became very animated. "I am glad," his Majesty said, "to see the quarrels in the Press of these two countries ended. We do not want to take anything from England; and England cannot take or even wish to take anything from us. England and Germany have therefore every reason to hold together and to help each other as long as the vital interests of the nations do not force the Governments into controversy. What difficulty could possibly arise between England and Germany which would be incapable of a friendly and amicable settlement?"

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 7th at 11.55 a.m.—The barometer has risen over China, and fallen over S. Japan and the Loochoos.

The anticyclone, which is of considerable intensity, is central over the continent to the North of Yangtze and pressure is relatively low to the S. of the Loochoos.

Gradients are rather steep, and hard monsoon may be expected in the Foramsa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 9.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood { N. winds, strong; fine.  
Formosa Channel... { N.E. winds, strong to a gale.  
South coast of China between { Same as No. 1.  
Hongkong and Loochoos. { N. winds, strong to a gale.  
South coast of China between { Same as No. 1.  
Hongkong and Hainan... { strong to a gale.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and not to the Manager. The Manager's Office is open from 10 a.m. to 5 p.m. daily. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

WANTED

A Young PORTUGUESE CLERK with some knowledge of French. Apply to—  
MESSAGERIES MARITIMES  
Hongkong, 8th January, 1908. 164

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER and VEGETABLE SHOW will be held on the 25th and 27th FEBRUARY. The Schedule will shortly be distributed to Members. Non-Members wishing copies should apply to the Hon. SECRETARY. Non-Members will be charged an entrance fee of 50 cents for each class entered for the Show.

L. GIBBS,  
Hon. Secretary,  
6, Beaconsfield Arcade,  
Hongkong, 8th January, 1908. 165

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on SATURDAY, the 25th inst., at NOON. This well-known Steamer is specially fitted for Passenger, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in all cabins. For Freight or Passage, apply to  
GIBBS, LIVINGSTON & CO., Agents.  
Hongkong, 7th January, 1908. 168

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENROY."

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., will be subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 13th inst., at 11 a.m. No claims will be recognized if not presented within 14 days of the ship's arrival. Mcgregor Bros. & Gow.  
Hongkong, 7th January, 1908. 163

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 13th inst., at 4 p.m. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns. E. A. HEWITT, Superintendent.  
Hongkong, 7th January, 1908. 1

S.S. "YARRA," COMPAGNIES DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. "Dordogne" from Bordeaux ex s.s. "Villo de Bordenay," in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 14th inst., at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 14th inst., or they will not be recognized. All damaged packages will be examined on TUESDAY, the 14th inst., at 3 p.m. No Fire Insurance has been effected. J. MILLET, Agent.  
Hongkong, 7th January, 1908. 12

NEW ADVERTISEMENT

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALACCA COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SHIMOSA" ... 8th February.

For Freight and further information, apply to DODWELL & CO. 167

NOTICES OF FIRMS

NOTICE

THE Interest and Responsibility of Mr. REUBEN MARCUS EZEKIEL in our Firm, ceased by mutual consent on and from 31st December, 1907.

ERICH GEORG & CO.  
Hongkong, 7th January, 1908. 158

NOTICE

MR. WILHELM OTTO CHRISTIAN SPALCKHAVER has been authorized to Sign the name of our Firm for procuration from this date.

SIEMSEN & CO.  
Hongkong, 31st December, 1907. 121

NOTICE

WE have this Day OPENED a BRANCH of our Firm at Canton and authorized Mr. RUDOLF LENZ to Sign for procuration. SANDBER, WIELER & CO.  
Hongkong, 1st January, 1908. 136

NOTICE

THE Interest and Responsibility in our Firm of Mr. ARMIN HAUPT ceased by mutual consent on the 31st December, 1907. Messrs. GUSTAV FRIEDLAND and ADOLF WIDMANN have been admitted PARTNERS from this date.

MELCHERS & CO.  
Hongkong & China.  
Hongkong, 1st January, 1908. 124

NOTICE

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Society from the 1st January, 1908. By Order of the Board, W. J. SAUNDERS, Secretary.  
Hongkong, 1st January, 1908. 125

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Company from the 1st January, 1908. By Order of the Board, W. J. SAUNDERS, Secretary.  
Hongkong, 1st January, 1908. 126

NOTICE

THE Business that has been hitherto carried on by the undersigned, will henceforward be carried on under the style and name of J. R. MICHAEL & CO. The Partners in the Firm are myself and Mr. S. H. MICHAEL. J. R. MICHAEL.  
Hongkong, 1st January, 1908. 128

NOTICE

MR. JOHANN GEORG LUDWIG SCHROETER having retired from our Firm, his interest and responsibility ceased on the 31st December, 1907.

MR. PAUL FRIEDRICH HERMANN WESTENDORFF has TO-DAY been admitted a partner and we have authorized Mr. PETER HARTWIG NELENER to Sign our Firm from this date.

MEYER & CO.  
Hongkong, Canton, 1st January, 1908. 129

WANTED

WANTED A COMPRADORE.

A Mercantile Firm requires the Services of a Good COMPRADORE. A first class man with reasonable securities will be liberally dealt with. Address in confidence—  
"COMPRADORE,"  
Care of "Daily Press" Office.  
Hongkong, 7th January, 1908. 150

WANTED

ON THE UPPER LEVELS.

COMFORTABLY FURNISHED BED and SITTING ROOM, with Bathroom and Boy's Quarters. E. G. Apply—  
Care of "Daily Press" Office.  
Hongkong, 8th January, 1908. 153

INTIMATIONS

VICTORIA CHAPTER No. 525, E.C.

A REGULAR CONVOCATION of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL on SATURDAY, the 11th inst., at 8.30 for 9 p.m. precisely. Inviting Companions are cordially invited to attend.

Hongkong, 7th January, 1908. 159

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

THE ANNUAL DANCE will be held at the CURT HALL on FRIDAY, the 10th inst. Members who have not yet received Tickets may obtain same from the SECRETARY. It is requested that lists of guests be forwarded as soon as possible.

Hongkong, 6th January, 1908. 154

INSTRUCTION IN THE JAPANESE LANGUAGE.

LESSONS given by an Experienced Teacher.

Apply—"A. E. HARA,"  
34, Lyndhurst Terrace.  
Hongkong, 4 January, 1908. 143

INTIMATIONS

COMPLETE ICE PLANT FOR SALE AT A SACRIFICE.

NEW in '99. In perfect working order but bought out by opposition and to be SOLD CHEAP. 6 Ton C. O. 2 belt driven Compressor, Compound Engine, 120000 lbs. Wilcox boiler, W. I. Chimney, 1000 Tank drier, Distilling Apparatus, 10000 lbs. Piping, Spares, &c., &c. ANYING CO. LD., BANGKOK, 17th December, 1907. 132

SWATOW DRAWN WORK COMPANY.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PETER WARE and CANTON GRASS CLOTH, &c.  
Hongkong, 19th October, 1907. 1685

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS, POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c. AND All other Philatelic Goods

CALL AT—  
GRACA & CO.,  
Hongkong Hotel Corridor.  
Hongkong, 1st January, 1908. 111

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—  
B. R.,  
Care of "Daily Press" Office.  
Hongkong, 13th November, 1906. 1810

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On FRIDAY, the 10th January, 1908, at 2.30 p.m., at No. 7, "The Haystack," The Park, the whole of the HOUSEHOLD FURNITURE

THREEIN CONTAINED, comprising:—SILK-TAPESTRY DRAWING ROOM SUITE, BLACKWOOD TEA TABLES and FLOWER STANDS, OVER-MANTELS, AMERICAN ROLL-TOP DESK, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with Bevelled Glass, GLASS, CROCKERY and E.P. WARE, BEASS MOUNTED IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBES with Bevelled Glass, MARBLE-TOP BUREAU with Bevelled Glass, CHEST-OF-DRAWERS, &c., &c., &c.

Also, One COTTAGE PIANO.

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers,  
Hongkong, 6th January, 1908. 156

TO LET

TO LET.

NO. 59, CAINE ROAD.

Apply to—  
SAM WANG CO. LTD.,  
81, Queen's Road Central.  
Hongkong, 27th November, 1907. 91

TO LET.

NO. 27 and 31, SEYMOUR ROAD.

Apply to—  
REUTER, BROECKELMANN & CO.,  
Hongkong, 8th December, 1907. 102

TO LET.

NO. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—  
LEIGH & ORANGE,  
1, Des Vaux Road.  
Hongkong, 7th January, 1908. 97

TO LET.

LARGE ROOM on first floor of No. 16, DES VEAUX ROAD.

Apply to—  
FERD. BORNEMANN,  
No. 16, Des Vaux Road Central.  
Hongkong, 4th January, 1908. 144

TO LET.

2 GOOD ROOMS, suitable for Office, at No. 19, QUEEN'S ROAD CENTRAL, next to Hongkong Hotel.

Apply to—  
KELLY & WALSH, LD.,  
Hongkong, 4th January, 1908. 145

TO LET.

A HOUSE IN KNOTSFORD TERRACE KOWLOON.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,  
Hongkong, 1st January, 1908. 185

TO LET.

FIRST Class European Houses, Leohol Terrace and Humphreys Avenue Kowloon.

Apply to—  
HEWAN & CO.,  
Care of China Merchants S. N. Co.,  
Hongkong, 1st October, 1907. 94

TO LET.

NO. 5, OREMSBY TERRACE, Kowloon.

Apply to—  
SPANISH PROCURATION,  
Hongkong, 18th October, 1907. 97

TO LET

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the Central Post Office), etc. Rooms are light, spacious and well ventilated; 13 in number, besides kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes. Apply to—  
YEE SANG FAT & CO.,  
Sama Address.  
Hongkong, 7th October, 1907. 95

TO LET—FURNISHED.

A SIX ROOMED HOUSE at ELLIOT CRESCENT, ROBINSON ROAD.

Apply to—  
F. X. D'ALMADA & CASTRO,  
33, Queen's Road Central.  
Hongkong, 3rd December, 1907. 100

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—  
JARDINE, MATHESON & Co., LTD.,  
Hongkong, 21st October, 1907. 93

TO LET.

NO. 11, SEYMOUR ROAD.

Apply to—  
THE COMPRADORE DEPT.,  
JARDINE, MATHESON & Co., LTD.,  
Crownagh Road Central.  
Hongkong, 12th December, 1907. 105

TO LET.

NEW and COMMODIOUS SHOP in Des Vaux Road Central, moderate rental.

FLATS in Des Vaux Road Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 2, GRANVILLE AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LD.,  
Hongkong, 27th November, 1907. 117

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 23rd April, 1907. 91

TO LET.

THE Top Floor of No. 2, Wyndham Street, lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, PEDDER'S HILL.

First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Bathrooms suitable for business, Private or Dwellings, now occupied by FERD. BORNEMANN & CO.

Apply to—  
DAVID SASSOON & Co. LTD.,  
Hongkong, 4th January, 1908. 96

TO LET.

NO. 2, MAGDONNELL ROAD.

Apply to—  
COMPRADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. 58

TO LET.

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96 and 101, Praya East.

Apply to—  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, 10th December, 1907. 92

TO LET.

NO. 2, CHANCERY LANE. Furnished or unfurnished 6 ROOMS. Electric light.

"STILLINGFLEET" Peak Road. SIX ROOMED HOUSE with Fine View of Harbor.

"HARBERVILLE" Garden Road. SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—  
PERCY SMITH & SETH,  
Accountants & Auditors, &c.,  
5, Queen's Road Central.  
Hongkong, 4th January, 1908. 146

TO LET.

"EGGESFORD" (Furnished) No. 114, PEAK. Contains 6 ROOMS.

No. 71, WYNDHAM STREET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL.

Top Floor (over Calbrook MacGregor).

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

BISHOP'S LODGE SOUTH (PEAK) No. 1, ALBANY.

Partly Furnished, Immediate Possession.

No. 6, DES VEAUX VILLAS (PEAK).

No. 2, BEACONSFIELD ARCADE.

No. 57, PRAYA GRANDE, MACAO.

Apply to—  
LINTSEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 4th January, 1908. 189

TO LET.

OFFICES on Top Floor No. 2, Crownagh Road, facing the Cricket Ground.

"HATHERLEIGH" Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 108, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
Hongkong, 1st January, 1908. 86

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000  
RESERVE FUNDS:—  
STERLING ... \$10,000,000 at 2/—=\$10,000,000  
SILVER ... 1,750,000

RESERVE LIABILITY OF PROPRIETORS 10,000,000

RESERVE FUND ... \$21,750,000

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Hongkong—J. E. M. SMITH

MANAGER:—  
Shanghai—H. E. B. HUNTER

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J. E. M. SMITH, Chief Manager.  
Hongkong, 17th August, 1907. 10

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For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. E. M. SMITH, Chief Manager.  
Hongkong, 12th January, 1907. 21

NEDERLANDSCH-INDISCHE HANDELSBANK

(NEDERLANDS INDIA COMMERCIAL BANK)

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Hongkong, 13th November, 1907. [37-2]

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**LOZENGES**

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SOLD IN BOTTLES EVERYWHERE

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all the most  
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women use  
**CREME SIMON**  
Mrs. ADOLINA PATZI says:  
"I have found it very  
a good indeed."

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Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

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THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

**CARLOWITZ & Co.**

Hongkong, 13th August 1906.

**NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.**

TOTAL FUNDS at 31st DECEMBER, 1905  
£17,837,119.

I. AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 637,500 0 0  
II. FIRE FUNDS... 3,386,720 19 8

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Hongkong, 27th April, 1907.

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## ANGLO-CHINESE CALENDAR

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Hongkong, 8th October, 1906.

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THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.

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Hongkong, 17th April, 1907.

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**SIEN TING.**

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TERMS VERY MODERATE.

Consultation Free.

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THE Undersigned GENERAL AGENTS

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OF LADING for all the principal ports in

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service hence to CALCUTTA. Sailings from

CALCUTTA for CAPA Ports every fortnight

Free Freight and further particulars,

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General Agents for China and Japan.

Hongkong, 4th August, 1898.

9

## LORD LI.

## HIS CHINESE EXCELLENCY.

The *Pail Mail Gazette* says:

Li Ching Fong, the new incumbent of the

Chinese Legation in Portland-place, is one of

the wealthiest men in the world, and by right

of his descent, riches, and family influence, the

premier grandee of China. Unlike Yuan Shi

Kai, who is of plebeian birth, the new Minister

is an aristocrat, and is a son of the late Li Hung

Chang, one of the most interesting personalities

in the Chinese Empire. Although his august

father was a reactionary, Li Ching Fong him-  
self is a Progressive, and he will be the first

Chinese Minister to occupy Portland-place who

has been inspired by a taste for reforms. From

the days of his youth, when he learnt English

at the hands of his father's confidential Ameri-  
can physician, his Excellency has been a

student of Western methods, the first real

insight to which came when he accompanied his

father to Europe for the Tsar's Coronation.

Hitherto the heads of Chinese Legations have

been cultured and amiable officials, well born,

fine exponents of the art of Chinese politeness,

and most accomplished diplomats. But they

have not been Progressives, and, indeed, if the

late Minister alone be excluded, all Chinese

Ministers to Great Britain in recent years

have belonged to the great army of conservative

officials that has so long supported the anti-  
foreign policy of the Dowager Empress.

The coming of Lord Li is in many ways one

of the most significant acts that the Imperial

Government of China has committed for some

time. It testifies at once to the awakening

of the ancient Empire which, if it contains

to arouse itself at its present rate of

progress, will have become a different

Empire in ten years' time. China to-day

stands where Japan stood thirty years ago,

and there are indications that information

in China will be even more rapid than that which

distinguished the modern evolution of Japan.

The most pronounced trait of the present state

lies in the willingness of the Imperial Govern-  
ment to send representative types of the younger

generation to America and to Europe generally

for education. It has always been a practice

to maintain a few students in Europe, but their

subsequent careers have been generally con-  
fined to the requirements of the Chinese Foreign

Office. Under the new order no fewer than 150

students are coming to Great Britain, this large

body of young men living in England under

the direct supervision of the Chinese Legation.

At present the students have been selected from

the sons of the high official classes, but the idea

is gaining ground and there is no doubt that

the great Merchant Guilds, who follow the lead

of the Government, will maintain representative

bands in the various commercial centres.

It is a happy coincidence that Li Ching

Fong should be associated in England with the

first phases of the Chinese Reform Movement.

If not a great wit, at least he is a most observant

gentleman, and one who has frequently

urged the Imperial Government to reconsider

its methods. Obviously, then, he will see that

his students derive the greatest benefit from

their stay in England, since upon their shoulders

must rest the future guidance of the Chinese

Empire. Moreover, in choosing England as the

country to which the great majority of the

students should be sent, his Excellency has

merely followed the policy which he himself has

constantly advocated. The English language

is the current tongue among the Chinese of the

coast, as in all commercial circles, and there are

usually one or two merchants in each impor-  
tant group who have a thorough grasp of it.

Lord Li wishes to see this knowledge extended

since, in his opinion, it is the language of liberty

and political freedom and best suited for a

country that is proposing to adopt new

principles.

Another interesting circumstance in connec-  
tion with Li Ching Fong is that he is first

consin to an English family, the head of which,

the late Sir Halliday Macartney, was for many

years the English adviser to the Chinese Legation.

Sir Halliday was twice married, and

his first wife, a Chinese lady, was the niece of

the late Li Hung Chang. Li Hung Chang

himself was godfather to Mr. George Macartney,

the issue of this union, and now the British

representative in Kashgar. The new Minister,

therefore, has a peculiar right to his appoint-  
ment. Another of Li Hung Chang's godsons,

Mr. George Macartney, this gentleman is the

most accomplished linguist in the service of the

Indian Government, and speaks, with absolute

fluency, Chinese, French, German, English,  
Russian, Hindustani, and Persian, besides

numerous Central Asian dialects. The new

Minister has not yet met his cousin of Kashgar,

but one day during the coming spring there

will be an interesting reunion in Portland-  
place, since Mr. George Macartney will soon

be honoured by his

Li Ching Fong is a man of middle age, of

medium height, and not quite so stout as is

usually the case with Southern Chinese gentle-  
men. In appearance a typical Celestial, he

invariably wears Chinese costume, including the

queue. Similarly, he favours the long tapering

finger nails of the Chinese upper classes. In

other respects, however, his disposition and

character offer no point of resemblance to the

ordinary Chinese official. He eschews both

garlic and opium, and his temperance strikes

a note of moderation. He is widely read in

European literature, and is able to appreciate

Occidental music. At the same time, although the

Minister may be imbued with a new spirit, there

will be no change in the character of the Chi-  
nese Legation, run, when entertaining, his Ex-  
cellency will wear the usual beautiful robes of

Chinese officials; ornamented on the back and

chest with the large figures of embroidered

swans that denote the difference between civil

and military rank. Among officers of the

Chinese Army and Navy tigers or ferocious

aspects take the place of the swans. Li Ching

Fong, however, is a civilian official of the high-  
est rank, and wears decorations of the first class

in the order of the Paochow, the Imperial  
Dragon, etc., besides many feathers and buttons.

In its social aspect, the hospitality of the  
Legation will necessarily gain from the immense

fortune which the new Minister possesses. Many

estimates have been given of the wealth left

by the late Li Hung Chang, but so much of it

was represented by mines and industrial

enterprises that it has never been capitalised.

None the less, the liquid assets were roughly

calculated to be between four and six million

sterling. Li Ching Fong inherited the bulk of

this, besides the mining and commercial

properties, and at the lower computation his

Excellency now possesses an income of a million

sterling a year. Social London, therefore, may

look forward to some interesting parties in

Portland-place, when, no doubt, these ex-  
pensive luxuries, sea slugs, birds' nest soup, lotus

seeds, and the feet of Canton ducks will be

## SHIPPING.

## ARRIVALS.

ARRATON APCAR, British str., 2,931, A. Stewart, 7th January—Yokohama, Kobe and Moji 3rd January, General—David Sassoon & Co.

CHOUYANG, British str., 7th January—Canton. GLENROY, British str., 3,141, T. Darke, 7th January—London 21st Nov. and Singapore 30th Dec., General—McGregor Bros. & Co.

HANCOCK, British str., 989, Mawley, 7th Jan. Chinking 2nd Jan., General—Butterfield & Swire.

HANOI, French str., 738, Zerk, 6th January—Haiphong January 3rd, and Hoihow 5th, General—A. R. Marly.

HOPBARK, British str., 1,356, Jas. M. Hay, 7th January—Swatow 6th January, General—Jedine, Matheson & Co.

LIANAN, British str., 1,352, Williams, 6th Jan.—Shanghai 3rd Jan., General—Butterfield & Swire.

KWILING, British str., 7th January—Canton. PALAWAY, British str., 2,995, C. R. Longden, 8th January—London 23rd Nov., General—P. & O. S. N. Co.

PROCTOR, Norwegian str., 1,671, T. Schawig, 7th January—Sandakan 2nd Jan., Timber—Waller & Co.

YARBA, French str., 2,514, Sallier, 8th Jan.—Marseilles 5th Dec., Mail and General—Messageries Maritimes.

ZAFIRO, British str., 1,629, R. Rodgers, 6th January—Manila 4th January General—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Fukoku Maru, Japanese str., for Swatow. Holsen, German str., for Haiphong. Linan, British str., for Canton. Mandan Maru, Jap. str., for Kuchinetsu. Neptune, British str., for Kuchinetsu.

## DEPARTURES.

7th January.

ALEXIA, German str., for Moji.

ARRATON APCAR, French str., for Europe, & Cebu, Chinese str., for Shanghai.

CHOUYANG, British str., for Swatow.

HAITAN, British str., for Swatow.

KUGA MARU, Japanese str., for Shanghai.

KEI MUN, British str., for Sourabaya.

LAISANG, British str., for Singapore.

MACDUFF, British str., for Bangkok.

NICHIBI MARU, Jap. str., for Kuchinetsu.

NEWCHANG, British str., for Shanghai.

RAJAH, German str., for Canton.

TAISHUN, Chinese str., for Canton.

TAMING, British str., for Manila.

TINGRAN, British str., for Canton.

YARBA, French str., for Shanghai.

## SHIPPING REPORTS.

The British str. Zafiro reports: Moderate N.E. monsoon and sea, fine weather throughout.

## VESSELS IN DOCK.

ABREDDEN DOCKS.—Lighting.

Kowloon Docks.—Neil Morda, Kuchinetsu, Loach, Yangling, Heredia, Mercedes, Lockwin, Germania.

COSMOPOLITAN DOCKS.—Chunwang, Powan.

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"GLENAVON."

Captain Wolfenden, will be despatched as above TO-MORROW, the 9th January, 1908.

For Freight apply to: MCGREGOR BROS. & CO., Hongkong, 19th December, 1907. 107

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN."

Captain J. G. Offiant, will be despatched for the above Ports on FRIDAY, the 10th inst., at Daylight.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to: DAVID SASSOON & CO., LTD., Agents, Hongkong, 8th January, 1908. 133

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Capt. A. E. Hodgins, will be despatched for the above Ports on FRIDAY, the 10th inst., at 10 A.M.

For Freight or Passage, apply to: DOUGLAS, LAPELLE & CO., General Managers, Hongkong, 7th January, 1908. 162

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERANEA PORTS.

PLYMOUTH HAVRE & HAMBURG THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying H.M. Majesty's Mail, will be despatched from this for Bombay & Co. on SATURDAY, the 11th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Monteagle," 8,500 tons, from Colombo, passengers' accommodation in which vessel is second before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Esper," due in London on 22nd February, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to: E. A. HEWETT, Superintendent, Hongkong, 31st December, 1907. 1

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	GLENAVON	Brit. str.	—	Wolfenden	McGREGOR BROS. & GOW	To-morrow.
LONDON &c., VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP.	NILE	Brit. str.	—	E. P. Martin	P. & O. S. N. Co.	About 15th inst.
ANTWERP, ROTTERDAM & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k. w.	Malchow	HAMBURG-AMERIKA LINIE	On 16th inst.
MARSEILLES, HAVRE & HAMBURG &c.	SCANDIA	Ger. str.	k. w.	V. Dobros	HAMBURG-AMERIKA LINIE	To-morrow.
MARSEILLES, &c., VIA PORTS OF CALL	SALAZIE	Frans. str.	—	Aillaud	MESSEAGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	HAMBURG	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 30th inst.
MARSEILLES, HAVRE & COFENHAGEN	SIAM	Swed. str.	—	—	MELCHERS & CO.	Middle of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISE	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 4th February.
HAMBURG VIA SINGAPORE & MOULMEIN	DAPHNE	Ger. str.	—	E. Schipper	SANDER, WIELER & CO.	About 8th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	k. w.	Reinet	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	VANDALIA	Ger. str.	k. w.	Vahsel	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 14th February.
NAPLES, GENOA, ALGERIES GIBRALTAR &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & CO.	On 15th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIELER & CO.	About 16th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	INDRAUTRA	Am. str.	—	—	SHEWAN TOMES & CO.	On 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ERBOLL	Brit. str.	—	—	STANDARD OIL CO.	On 20th inst.
BOSTON & NEW YORK	SHIMOSA	Brit. str.	—	—	DODWELL & CO., LTD.	On 8th February.
BALTIMORE & NEW YORK	JESERICO	Am. str.	—	Thompson	ARNOLD, KARBURG & CO.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 16th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTTHAGE	Brit. str.	1 m.	Cowley	CANADIAN PACIFIC R. CO.	On 23rd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMAT	Am. str.	—	D. Morley	DODWELL & CO., LTD.	Sometime in March.
"ALLAO" & IQUIQUE, VIA JAPAN PORTS,	KASATO MARU	Jap. str.	—	T. Helms	GERR, LIVINGSTON & CO.	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN &c.	EMPER	Brit. str.	—	W. von Soden	MELCHERS & CO.	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDERMAR	Ger. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 1st Feb., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	1 m.	Jurriane	JAYA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TILLIOW	Dut. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	IOCHANG	Brit. str.	1 m.	W. O. Jones	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	TUNNAN	Brit. str.	1 m.	S. M. Reynolds	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SOEY MARU	Jap. str.	—	T. Seng	OSAKA SHOSHUN KAISHA	To-morrow, at 9 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	JAPAN	Brit. str.	—	J. G. Offiant	D. VID SASSON & CO., LTD.	On 10th inst., at 4 P.M.
SHANGHAI	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & CO., LD.	On 10th inst.
SHANGHAI, YOKOHAMA, & KOBE	PETRONIA	Dan. str.	—	T. H. Bids, R.N.R.	MELCHERS & CO.	About 10th inst.
SHANGHAI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—	Habel	P. & O. S. N. Co.	On 13th inst.
SHANGHAI	SAXONIA	Ger. str.	k. w.	L. D. Northcombe	HAMBURG-AMERIKA LINIE	On 14th inst., at 4 P.M.
SHANGHAI	SHAOHONG	Brit. str.	1 m.	P. Grosch	HAMBURG-AMERIKA LINIE	About 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SIKIANG	Ger. str.	k. w.	F. Northcombe	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SHANGHAI	PRINZ HEINRICH	Ger. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 21st inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YOHOW	Brit. str.	1 m.	A. E. Hodgins	DOUGLAS LAPRAKE & CO.	On 10th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	NAMHANG	Brit. str.	—	J. A. Somerville	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
HOIHOW & HAIPHONG	HAICHING	Brit. str.	2 h.	T. Meyrick	JARDINE, MATHESON & CO., LD.	On 10th inst., at 4 P.M.
MANILA	YUENANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	1 m.	R. Almond	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	G. H. Pennefather	BUTTERFIELD & SWIRE	On 18th inst.
MANILA	RUBI	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
CEBU & ILOILO	SUNGKIANG	Brit. str.	1 m.	F. Sembill	MELCHERS & CO.	Middle of January.
CEBU & ILOILO	KAIPOPO	Brit. str.	—	Dini	CARLOWITZ & CO.	On 13th inst., at Noon.
KIDAT & SANDAKAN	BORNEO	Ger. str.	—	Cox	JARDINE, MATHESON & CO. LD.	To-morrow, at 3 P.M.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	—	H. Koops	JAYA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE & SOURABAYA	CHUNANG	Brit. str.	—	—	—	—
JAVA PORTS	TIJIRIA	Dut. str.	—	—	—	—

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	Fraser	Manila	On 11th January, 1908
RUBI	2540	R. W. Almond	Manila	On 18th January, 1908

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 7th January, 1908.

## HONGKONG-NEW YORK-BOSTON.

## AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAPURA" ... On 14th January, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 1st January, 1908.

CANADIAN PACIFIC RAILWAY,  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	TONS.	LEAVES HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Febr.
"MONTEAGLE"	6,163	WEDNESDAY, 23rd Jan.	2nd Febr.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 30th Jan.	2nd Febr.
"EMPERESS OF CHINA"	6,000	THURSDAY, 13th Febr.	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April	16th May

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamers, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York £71.10

Intermediate on Steamers ... £40, " £42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya opposite Blake Pier.

HAMBURG-AMERIKA LINIE.  
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidehip and fitted with fans. Laundry on Board. Doctor and Stewardsesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats the steamers "SCANDIA" and "SILESIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARDS.

FOR SHANGHAI, KOBE YOKOHAMA

\* RHENANIA ... 22nd Jan., 1908

\* HOHENSTAUFEN ... 22nd Febr., 1908

NEXT SAILINGS OUTWARD:

SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 13th Jan.

SIKIANG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Jan.

SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 17th Jan.

\* RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 22nd Jan.

BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, PORTO, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,

Also via Aden or Port Said by the "Arabia Persian Service" to Arabian and Persian Gulf Ports.

\* SCANDIA ... MARSEILLES, HAVRE & HAMBURG ... 9th Jan.

ARAGONIA ... HAVRE & HAMBURG ... 10th Jan.

DORTMUND ... ANTWERP, ROTTERDAM & HAMBURG ... 18th Jan.

VANDALIA ... HAVRE & HAMBURG ... 19th Jan.

\* HAMBURG ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Jan.

C. F. LAEISE ... ROTTERDAM & HAMBURG ... 4th Febr.

SAXONIA ... HAVRE & HAMBURG ... 14th Febr.

\* Special attention of intending passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidehip. Lighted throughout by electricity. Duly qualified Doctor and Stewardsesses carried. Laundry on board.

12

## NORTHERN PACIFIC LINE.

## FOSTON STEAMSHIP COMPANY.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

## VIA

## MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
-----------	-------	----------	---------------

\* KUMERIC ... 6,232 ... Cowley ... On 28th January, 1908.

\* SHAWMUT ... 9,676 ... E. V. Roberts ... On 21st February, 1908.

\* TREMONT ... 9,606 ... T. W. Garlick ... On 17th March, 1908.

\* SUVERIC ... 6,232 ... W. Shotton ... On 6th April, 1908.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Hongkong, 1st January, 1908. 8

## VESSELS ON THE BERTH

FOR HAMBURG VIA SINGAPORE AND MOULMEIN.

THE German Steamship

"DAPHNE."

Captain E. Schipper, will be despatched on or about the 8th inst.

Good accommodation for Saloon Passengers. Moderate Passage Rates.

For further particulars apply to SANDER, WIELER & Co., Agents.

Hongkong, 3rd January, 1908. 140

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.)

## STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MIDWINTER, RABAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."

Captain Dini, will be despatched as above on MONDAY, the 13th inst., at Noon.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA.	Capt. C. E. Longden, R.N.R.	Noon, 8th Jan.	Freight and Passage.
SHANGHAI.	DEVANHA, Capt. T. H. Hild, R.N.R.	About 10th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS DELHI.	Capt. J. D. Andrews, R.N.R.	Noon, 11th Jan.	See Special of Call.
LONDON and ANTWERP.	NILE, Capt. E. P. Martin, R.N.R.	About 15th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

No. 4, Hong, 8th January, 1908

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA and KOBE.	"ICHANG"	On 8th Jan., 4 P.M.
HOIHOW and HAIPHONG.	"CHINGTU"	On 8th Jan., Noon.
SHANGHAI.	"SINGAN"	On 9th Jan., 4 P.M.
SHANGHAI.	"YUNNAN"	On 9th Jan., 4 P.M.
MANILA.	"SHAOSING"	On 14th Jan., 4 P.M.
CEBU and ILOILO.	"TEAN"	On 14th Jan., 4 P.M.
SHANGHAI.	"SUNGKIANG"	On 15th Jan., 4 P.M.
CEBU and ILOILO.	"YOHOW"	On 16th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH.	"KAIFONG"	On 21st Jan., 4 P.M.
	"CHINGTU"	On 1st Febr., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTERFIELD & SWIRE, AGENTS. 11

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.	"PRINZ EITEL FRIEDRICH"	Wed'day 15th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.	"PRINZ HEINRICH"	About Wed'day, 15th January.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	"PRINZ WALDEMAR"	Thursday, 30th Jan., at Noon.
KUDAT and SANDAKAN.	"BORNEO"	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 6th January, 1908.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOOCHEW.	"SOSHU MARU" Capt. T. SUGIWA	THURSDAY, 9th Jan., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Spoon Amidsips. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th January, 1908.

T. ARIMA, Manager.

# EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE.	"PETRONIA"	On 10th January.
MARSEILLES, HAVRE and COPENHAGEN.	"SIAM"	Middle of January.

For Further Particulars, apply to  
Hongkong, 1st January, 1908.

MELCHERS & CO.,  
Agents.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIMARI	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILATJAP	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILIWONG	JAVA	First half of Febr.	JAPAN	First half of Febr.
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 7th January, 1908.

Telephone No. 375.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE & SOURABAYA.	"CHUNSAUNG"	Thursday, 9th Jan., 3 P.M.
SHANGHAI.	"TINGSANG"	Thursday, 9th Jan., 4 P.M.
SHANGHAI.	"KWONGSANG"	Friday, 10th Jan., 4 P.M.
MANILA.	"YUENSANG"	Friday, 10th Jan., 4 P.M.
MANILA.	"LOONGSANG"	Friday, 17th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	"NAMSANG"	Tuesday, 21st Jan., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 35. Return \$100.

Penang " " 165. " 250.

Calcutta " " 165. " 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, via Chingwan'an and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS. 16

Hongkong, 8th January, 1908.

# THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.  
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.  
FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Head Office for the Far East—  
16, DES VIGUE ROAD, HONGKONG.  
Japan Office—  
14, WATER STREET, YOKOHAMA.

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alsotry, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. La T. Leatham, Hongkong.

Astraea, 2nd class cruiser, 4380 tons, 10 guns, 7000 h.p., Captain C. L. Vaughan-Lee, Shanghai.

Bedford, British cruiser, Capt. S. E. Erskine, R.N., Singapore.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. G. W. Davidson, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. L. Bamber, Shanghai.

Cadmus, British sloop, 1070 tons, Comdr. B. L. Macleod, Canton.

Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, West River.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut. Comdr. Gresson, West River.

Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, S'hai.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall, West River.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickens, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt. Comdr. C. A. Freemantle, West River.

Kent, armed, 9800, tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong.

King Alfred, British cruiser, Flag ship of Admiral Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Thureby, Hongkong.

Kinsley, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Tenyson, Yangtze.

Monmouth, cruiser, 9800 tons, Capt. J. A. Tuke, Hongkong.

Moerbo, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Vaughan, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Shanghai.

Otter, torpedo boat destroyer, 385 tons, 6 guns, 6300 h.p., Lt. Comdr. Kidd, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Walcott, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickell, West River.

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.

Taku, torpedo boat destroyer, Boin, Strath Hongkong.

Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfree, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Shanghai.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Hongkong.

Waterwitch, surveying ship, 620 tons 450 h.p., Comdr. R. W. Glennie, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5900 h.p., Lieut. Comdr. E. B. Cox, Hongkong.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p., Lt. Comdr. John F. Knox, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. R. V. Cottrell, Demer, Yangtze.

Woodlark gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. B. Livingstone, Yangtze.

DAVID COSSAR & SONS  
MERCHANT NAVY  
NAVY BOILER  
LONG FLAX  
RELLANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.

## NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before THURSDAY, the 2nd inst., at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3.30 A.M.

All Claims must be made on or before the 13th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 2nd January, 1908.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK"

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 4th January, 1908.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

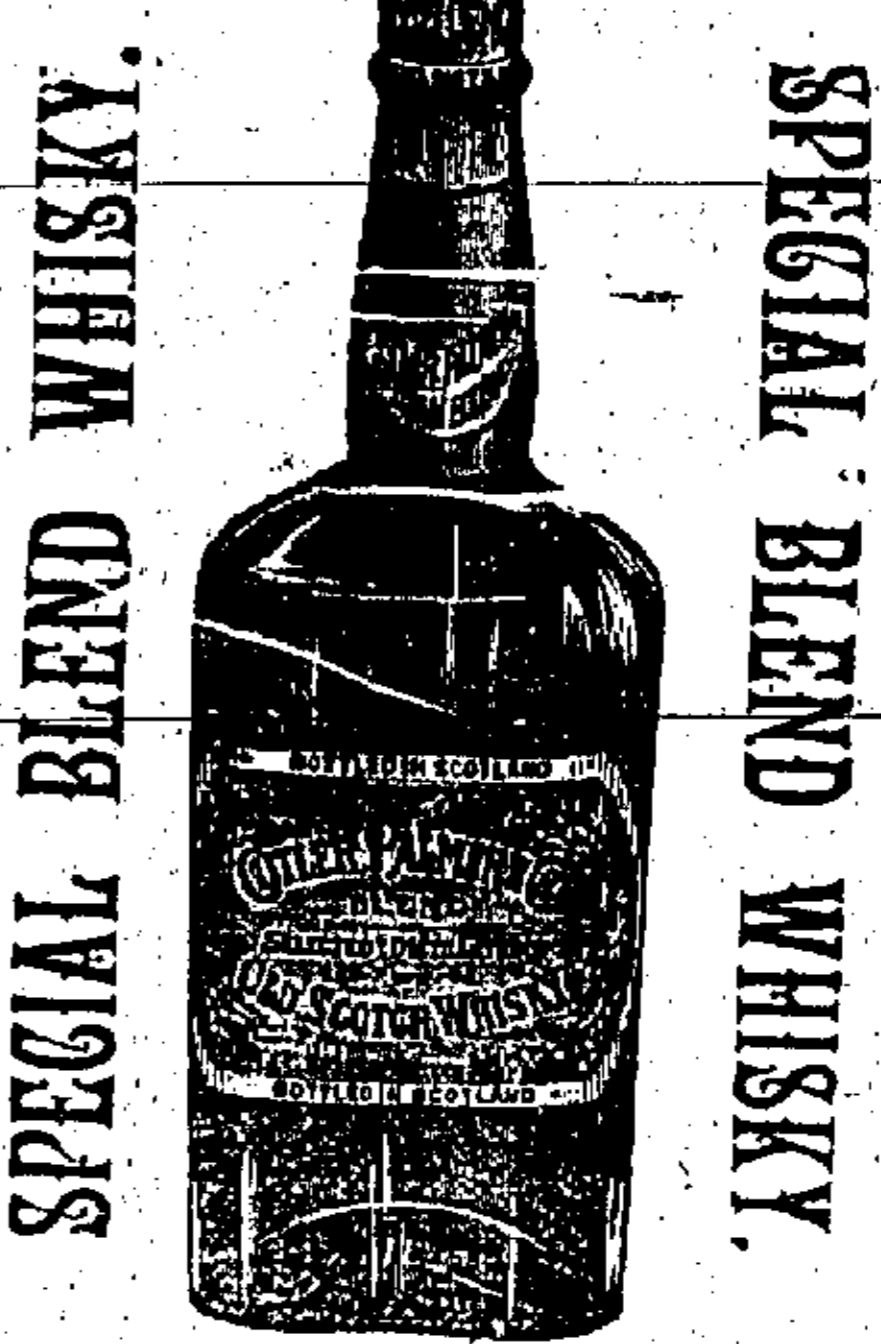
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1890), and other Useful Information.

Price: 3d. CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

# Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SHIPPERS

Cutler, Palmer &amp; Co., London.

AGENTS

SIEMSEN &amp; CO.,

HONGKONG.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

Have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. FARLANE, Manager.  
Hongkong, 18th November, 1901.

43

MEX-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,300, Capt. Ferdinand Bublly, Northern Waters.

FRENCH.

Allonette, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons, guns, 500 h.p., Lieut. Jeannel, Canton.

Caronde, gunboat, Lieut. Kerchoel, Saigon.

Declaire, gunboat 845 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L. Cost, Haiphong.

D'Entrecasteaux, French cruiser, 8,000, Capt. Trosno, Shanghai.

Estargon, submarine, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. La Corolla, Annam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 300 h.p., 1st Lt. Sagos-Duvauroux, Saigon.

Keraint, gunboat 1250 tons, 6 guns, 2100 h.p., Comdr. Simon, Saigon.

Lux, submarine, Lieut. Ambruster, Saigon.

Montcalm, cruiser (Flagship of Vice-Admiral Richaud, Commander in Chief, 9700 tons, 12 guns, 1,600 h.p., Capt. Martel.

Mouquet, destroyer, Lieut. Duchemin, Bah d'Along.

Oly, gunboat, Lieut. Grallier, Yangtze.

Pelto, gunboat, Lieut. Marchand, Tongka.

Perle, submarine, Saigon.

Pistolat, destroyer, Lieut. de Reinach Werth, Baie d'Along.

Protée, submarine, Lieut. Glorieux, Saigon.

Rapier, destroyer, 350 tons, Lieut. Vincent de Brichon, Saigon.

Redoutable, battleship (in reserve) 3247 tons, 8 guns, 6711 h.p., Rear Admiral de Marolles, Saigon.

Sabre, destroyer, 330 tons, Lieut. Mallier, Saigon.

Six, armored gunboat, 1795 tons, 10 guns, 1700 h.p., Dne, Saigon.

Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong.

Takiang, gunboat, Yangtze.

Takou, destroyer, Com. Terquem, Saigon.

Yanban, torpedo-boat, 6150 tons, 22 guns, 4500 h.p., Hongkong.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Bruguon, Canton.

GERMAN.

Furst Bismarck (flagship), 11000 tons, 36 guns, 14000 h.p., Kontr-Admiral Breusing, Tientsin.

Illia, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Kiesel.

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Kleeb, Yangtze.

Leipzig, cruiser, Commandant von Rothkerch, Pantheon.

Luchs, gunboat 850 tons, 10 guns, 1344 h.p., Commander Hartog.

Niebo, cruiser, Commander Witschel, Theiss, cruiser, 2050 tons, 24 guns, 8000 h.p., Captain Glatzel.

Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander V. Abeken.

Tsingtang, gunboat, 17 tons, 5 guns, 1310 h.p., Lieut. Bremer.

Vaterland, gunboat—tons, 3 guns, 500 h.p., Lieut. de Sposetti.

Vesuvio, cruiser, 2145 tons, Baron de Saint Pierre, Shanghai.

## POST OFFICE NOTICE

The *Devanha*, with the English mail of the 13th Dec, left Singapore on Saturday the 4th instant at 10 a.m., and may be expected here to-morrow, at 7 a.m. This packet brings replies to letters despatched from Hongkong on the 12th Nov. and the parcel mails closed in London for despatch by the all sea route on the December 4th, and for despatch overland on the 11th December.

The *Korea*, with the American mail, left Shanghai and may be expected here to-morrow, at 4 p.m.

FOR	PER	DATE
Singapore and Moulmein	Daphne	Wednesday, 8th, 11.00 A.M.
Yokohama and Kobe	Chinghai	Wednesday, 8th, 11.00 A.M.
Shanghai, Moji, Kobe and Yokohama	Palawan	Wednesday, 8th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 8th, 1.15 P.M.
Shanghai	Ichang	Wednesday, 8th, 3.00 P.M.
Manila, Singapore, and Colombo	Ceylon Maru	Wednesday, 8th, 4.00 P.M.
Hankow and Haiphong	Singon	Wednesday, 8th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Soshu Maru	Thursday, 9th, 8.00 A.M.
Haiphong	Hanoi	Thursday, 9th, 9.00 A.M.
Macao	Sui Tai	Thursday, 9th, 1.15 P.M.
Singapore and Sourabaya	Chusang	Thursday, 9th, 2.00 P.M.
Shanghai	Tungyang	Thursday, 9th, 3.00 P.M.
Shanghai, Yokohama, Kobe and Moji	Yunnan	Thursday, 9th, 3.00 P.M.
Swatow, Amoy and Foochow	Japan	Thursday, 9th, 5.00 P.M.
Macao	Haiching	Friday, 10th, 9.00 A.M.
Manila	Sui Tai	Friday, 10th, 1.15 P.M.
Shanghai	Kuanyang	Friday, 10th, 3.00 P.M.
Singapore	Quarta	Friday, 10th, 4.00 P.M.
Swatow	Nanshan	Friday, 10th, 5.00 P.M.
Kobe and Yokohama	Kanachi Maru	Friday, 10th, 8.00 P.M.
Manila	Zafiro	Saturday, 11th, 10.00 A.M.

## "LOTUS" BRAND MOKHA COFFEE

IS UNEQUALLED FOR

HIGH QUALITY, EXQUISITE

FLAVOUR AND ECONOMY IN USE.

THIS COFFEE has been roasted by the "UNO" Gas Machine—a machine of the 20th Century, which produces a Coffee that is worth drinking. Its strong point is its STRENGTH. Great care is exercised in the selection of beans, from Mokha and the manner in which they are ground, on the latest and most scientific FRENCH PRINCIPLES.

Obtainable at all the Grocers.

H. RUTTONJEE &amp; SON.

5, D'AGUIAR STREET, HONGKONG.  
45, ELGIN ROAD, KOWLOON.

## FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork

## KENNONS TEREDO-PROOF AND WOOD-ARMOR PAINT

a peevish Wood Preservative and insoluble Paint, gives in Sea-Water Absolute PROTECTION against the "Teredo" and all other Marine-Fore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEORGE ROESE, (Roese Brothers) Swatow.

General Agents for the Far East.

## TO-DAY.

At the City Hall, 9.15 p.m., Pollards' Lilliputian Opera Co., "La Fausette."

## COMMERCIAL.

## EXCHANGE CLOSING QUOTATIONS.

January 7th.

ON LONDON.—	
Telegraphic Transfer .....	1/10 1/2
Bank Bills, on demand .....	1/10 1/2
Bank Bills, at 30 days' sight .....	1/10 1/2
Bank Bills, at 4 months' sight .....	1/11 1/2
Credits, at 4 months' sight .....	1/11 1/2
Documentary Bills 4 months' sight/11 1/2	
ON PAK.—	
Bank Bills, on demand .....	24 1/2
Credit, at 4 months' sight .....	24 1/2
ON GERMANY.—	
on demand .....	196
ON NEW YORK.—	
Bank Bills, on demand .....	46 1/2
Credits, at 60 days sight .....	47 1/2
ON BOMBAY.—	
Telegraphic Transfer .....	143 1/2
Bank, on demand .....	144 1/2
ON CALCUTTA.—	
Telegraphic Transfer .....	143 1/2
Bank, on demand .....	144 1/2
ON SHANGHAI.—	
Tael, at sight .....	74 1/2
Private, 30 days sight .....	74 1/2
ON YOKOHAMA.—On demand .....	93 1/2
ON MANILA.—On demand—Pesos—93 1/2	
ON SINGAPORE.—On demand .....	21 1/2 p.m
ON BATAVIA.—On demand .....	11 1/2
ON HAMBURG.—On demand .....	4 p.m p.m
ON SAIGON.—On demand .....	4 p.m p.m
ON BANGKOK.—On demand .....	7 1/2
SOVEREIGNS, Bank's Buying Rate,.....	\$10.30
GOLD LEAF, 100 fine, per tael .....	\$53.60
BAR SILVER, per oz. ....	25 1/2

## SUBSIDIARY COINS.

	per cent.
Chinese 20 cents pieces	\$4.20 discount
10 "	4.60
Hongkong 20 "	4.00
10 "	4.25

## OPIUM.

January 7th.

Malwa New	per picul	\$920
Malwa Old	"	\$960
Malwa Older	"	\$1000
Malwa V. Old	"	\$1040
Persian fine quality	"	\$750
Persian extra fine	"	\$830
Patna New	"	\$930
Patna Old	"	\$830
Ban res New	"	\$905
Ban res Old	"	"

## JOINT STOCK SHARE.

Hongkong, January 7th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	£250	Nominal.
Banks—		
Hongkong & Shanghai	\$125	\$725, sellers
	\$125	\$715, sellers
		La. 480.10.
		La. 478.10.
National B. of China	25	\$51.
Ball's Asphaltum E. A.	12s. 6d.	\$7, buyers
China-Borneo Co.	\$12	\$10, sales
China Light & P. Co.	\$10	\$6, sellers
China Provident	\$10	\$9 1/2.
Cotton Mills—		
Colton	£1s. 50	£1s. 62, x.d.
Hongkong	£10	\$10, sellers
International	£1s. 7 1/2	£1s. 62
Loan Kong	£1s. 100	£1s. 85, sellers
Sophos	£1s. 500	£1s. 270.
Dairy Farm	\$5	\$16.75, sales
Docks and Wharves—		
H. & K. Wharf & G.	\$50	\$55, old
H. & W. Dock	\$50	\$55, new
New Amoy Dock	\$50	\$10, sellers
Shanghai Dock	£1s. 100	£1s. 75.
Shai & H. Wharf	£1s. 100	£1s. 212.
Seawick & Co., Geo.	\$25	\$14.
Green Island Cement	\$10	\$11 1/2, sales
Hongkong & C. Gas	\$10	\$17 1/2, buyers
Hongkong Electric	\$10	\$15.
Hongkong Hotel Co.	\$50	\$104, buyers
Hongkong Ice Co.	\$25	\$240.
Hongkong Rope Co.	\$10	\$25.
Insurance—		
Canter	\$50	\$245, sales
China Fire	\$20	\$85, buyers
China Trade	\$25	\$91, buyers
Hongkong Fire	\$50	\$830, sellers
North China	\$25	£1s. 87, sellers
Union	\$100	\$525, buyers
Yantai	\$50	\$183, sales
Land and Building—		
Hongkong Land	\$100	\$95.
Hongkong Land	\$10	\$104.
Kowloon Land & B.	\$10	\$104.
Shanghai Land	£1s. 50	£1s. 104.
West Point Building	\$50	\$40, buyers
Mining—		
Chuanmin	£50, 250	\$500, buyers
East	£10/10	\$81.
Peak Tramway	\$10	\$13.
Phillips Co.	\$1	\$2.
Refineries—		
China Sugar	\$100	\$100.
Luxon Sugar	\$100	\$10, buyers
Steamship Companies		
China and India	\$25	\$16.
Douglas Steamship	\$50	\$89, buyers
H. Canton & N.	\$15	\$29, buyers
Indo-China S.N. Co.	\$5	\$28, sellers
Shall Transport Co.	\$1	\$2 1/2, buyers
Shanghai	\$1	\$2 1/2, buyers
Do, New	\$1	\$2 1/2, buyers
South China M. Post.	\$25	\$50, sales
Steam Laundry Co.	\$5	\$5, sellers
Stores & Dispensary	\$10	\$114, sellers
Campbell, M. & Co.	\$10	\$5, buyers
Powell & Co., Wm.	\$10	\$24, buyers
Watkins	\$10	\$10, buyers
Watson & Co., A. S.	\$10	\$10, buyers
United Asbestos	\$10	\$10, buyers
Do, Fung	\$10	\$10, buyers
Union Waterbat Co.	\$10	\$104, buyers

## VERNON &amp; SMITH.

## HONGKONG TIDE TABLE.

From January 8th to 14th, 1908.

Day	High Water.		Low Water.	
	Time	Height	Time	Height
Wed. 8	12.15	12.15	12.15	12.15
Thurs. 9	12.15	12.15	12.15	12.15
Fri. 10	12.15	12.15	12.15	12.15
Sat. 11	12.15	12.15	12.15	12.15
Sun. 12	12.15	12.15	12.15	12.15
Mon. 13	12.15	12.15	12.15	12.15
Tues. 14	12.15	12.15	12.15	12.15

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 7th.

Barometer	Thermometer	Humidity	Wind Direction	Force	Weather
30.24	80.44	63	NNE	2	b
30.24	80.44	63	NNE	2	b
30.24	80.44	63	NNE	2	b
30.24	80.44	63	NNE	2	b
30.24	80.44	63	NNE	2	b
30.24	80.44	63	NNE	2	b
30.24	80.44	63	NNE	2	b
30.24	80.44	63	NNE	2	b
30.24	80.44	63	NNE	2	b
30.24	80.44	63	NNE	2	b

## PASSENGERS ARRIVED.

Per Linan, from Shanghai, Messrs. Nelson, Mureton, and Silva Souza.
Per <i>Zafiro</i> , from Manila, Mr. and Mrs. McVay, Mr. and Mrs. McIntosh, Miss Kelly, Messrs. Stephens, Eli, Dunn, Lewis, Millard, Johnson, Edminister, and Aylor.
Per <i>Palawan</i> , from Hongkong, from London, Mrs. Turner, Mrs. E. L. Grove, Miss V. M. Smith, Messrs. B. Stewart, and G. W. Whiting; from Singapore, Mr. W. Leighton; from London, for Shanghai, Mr. and Mrs. E. J. Cornfoot, Lt. and Mrs. E. P. John Benn, infant and maid, Mrs. Schroeder and children, Messrs. M. Webb, and Haddon, Messrs. A. A. Pannoy, J. Ross, McGarvey, E. Blair, E. J. Forde, W. Norman, J. A. Nield, C. Hodgson, J. H. Vait, H. Y. Murray, R. J. O. Nield, and W. Neilson; for Yokohama, Rev. R. H. Dicken, and Mr. B. Atkinson.
Per <i>Yarra</i> , for Hongkong, from Marseilles, Messrs. E. W. Schenk, Favreau and Beslin; from Singapore, Messrs. Pierre Lorient, S. Th. Stup, and Schattemburg; from Saigon, Mr. and Madame E. Hope, Mrs. J. Hechler & child, and Mr. Leroy; for Shanghai, from Marseilles, Mr. and Mrs. R. R. Lacombe, Mr. and Mrs. Bonz, Mr. and Mrs. Tran and child, Mr. and Mrs. Mad. Bonzon, Mad. Ryding, Messrs. Thomey, Enault, R. P. Michel, Debouq, Ballard, Gouglaguy, and Paris; from Saigon, Messrs. P. Deronzier, & Carrean; for Yokohama, from Marseilles, Mr. Tibbs; from Colombo, Mr. Polakoff; from Saigon, Mr. Wegelin.
Per <i>Kaga Maru</i> , for Seattle, &c., Mr. and Mrs. Miss Means, Mr. and Mrs. McVay, Capt. B. Brown, Messrs. J. A. Plummer, William Abel, R. Homing, W. C. Wilcox, Umeda, N. Mitase, and Douglas.

## VISITORS AT HOTELS.

Hongkong Hotel.

Mr. K. S. Abraham	Mr. and Mrs. P. N. H. Jones
Mr. P. E. Adams	Mr. R. M. Joseph
Mr. A. Aftalion	Mr. & Mrs. E. S. Joseph
Mr. H. G. Battiscombe	Capt. Kalpal
Mr. A. Beattie	Mr. W. B. Knight
Mr. A. Berlingier	Mr. W. C. Leoy
Mr. A. Bernhard	Mr. W. Leighton
Mr. & Mrs. S. Bisey	Mr. C. Lewis
Miss Blancy	Mr. A. G. Little
Mr. A. B. Blann	Mr. & Mrs. W. Logan
Mr. C. Boker	Dr. O. Marjot
Mr. E. Bonnard	Mrs. R. T. Matheson & child
Mr. T. Brayfield	Mr. G. C. McIntosh
Mr. G. W. Bridge	Mr. G. McKillop
Mr. C. B. Brock	Capt. and Mrs. H. Mitzenhain
Mr. F. G. Brown	Mr. T. F. Millard
Mr. J. H. Bulmer	Mr. J. V. Murphy
Mr. E. W. Carpenter	Mr. E. F. O'Neill
Mr. A. Carter	Mr. N. Otani
Mr. H. E. Colvin	Mr. E. W. Parker
Mr. W. A. Crane	Mr. and Mrs. T. L. Perkins
Mr. A. H. Crook	Mr. A. W. Polglasse
Mr. J. Cruickshank	Mr. & Mrs. W. H. Potts
Mr. George Curry	Miss Potts
Mr. P. H. Darton	Mr. W. A. Powell
Mr. E. Edmundson	Mr. C. M. Preshaw
Mr. W. Elias	Mr. A. J. Pugh
Mr. C. W. T. Elworth	Mr. E. Ralphs
Mr. R. M. Ezekiel	Mr. E. H. Ray
Mr. G. Faulstich	Mr. E. R. Riech
Mr. H. G. Fisher	Mr. P. Schalthofer
Mr. C. B. Franklin	Mr. P. R. Sharp
Mr. B. L. Foster	Mr. C. E. Shields
Mr. S. J. Fuller	Mr. H. B. Spencer
Mr. N. J. B. Galeitis	Mr. J. S. Sittles
Dr. A. Gibson	Mr. W. T. Stebbing
Mr. J. Gomez	Capt. A. J. Stewart
Mr. O. Gorrell	Mr. G. W. Tullidge
Mr. T. C. Gray	Mr. C. E. Watkins
Capt. T. A. Hall	Mr. A. F. Whelan
Mr. E. Hallows	Mr. L. R. Whelan
Mr. R. Harding	Mrs. John Whitlaw
Mr. J. L. Harrison	Mr. and Mrs. F. H. Withchose
Hon. Mr. & Mrs. E. A. Hewett	Mr. G. G. Wood
Mr. & Mrs. J. Foelsch	Mr. E. L. Woodin
Master John Foelsch	Mr. F. Woodhouse
Mr. and Mrs. J. H. S. Hotchkiss	Mr. J. D. Woods
Mr. E. Howard	
Capt. E. Innes	
Mr. S. Iwasawa	

## KING EDWARD HOTEL.

Capt. Austin	Mr. & Mrs. F. B. Land
Mr. J. Berthard	Mr. C. Loege
Mr. & Mrs. W. Baldwin	Mr. G. T. Lloyd
Mr. Harry Bramley	Mr. J. S. Low
Mr. W. H. Burt	Mr. J. Marshall
Mr. C. H. Butler	Mr. H. H. Moly
Mr. S. J. Condit-ry	Mr. S. M. Mott
Mr. and Mrs. G. H. Corse, Jr.	Mr. and Mrs. A. B. Moulder
Mr. L. T. Delaney	Mr. and Mrs. Newson and child
Mr. A. Dichen	Mr. D. M. Nicholson
Mr. P. Dow	Mr. W. C. Passmore
Mr. & Mrs. C. Montagn	Mr. E. Pond
Miss Geaton	Mr. P. H. Schröder
Mr. & Mrs. Godt	Mr. and Mrs. S. Silverstone
Mrs. G. J. Harman and child	Mr. Arthur Silverstone
Mr. and Mrs. T. O. E. Harman	Mr. M. S. Silverstone
Mr. C. M. Jack	Mr. M. L. Silverstone
Mrs. Jackson & child	Mrs. A. G. Smith
Mr. and Mrs. F. J. V. Jorge	Mrs. A. Souza
Mr. E. J. Joseph	Mr. D. V. Stevenson
Mr. T. H. Kerahaw	Li. Condr. & Mrs. E. Stevenson
Mr. H. King	Consul Tuisier
Mrs. Kirchner	Mr. F. Wandres

## KINGSLER PRIVATE HOTEL.

Capt. H. Beasley, M.A.	Mr. K. Fresh
Mrs. H. Beasley	Mr. E. G. Gower
Dr. & Mrs. Bellios	Comdr. Grenfell, M.N.
Mr. F. Livingston	Mrs. Grenfell
Mr. and Mrs. Norman	Mr. and Mrs. T. F. Guthrie
Mr. H. S. Chard	Mr. F. Hodgson
Mr. T. Chinchin	Mr. R. Hupenda
Major Chitty	Dr. B. T. Jackson
Miss Chitty and child	Mr. E. A. Koster
Dr. Francis Clark	Mr. V. Langstein
Mr. A. N. Clither	Mr. A. E. Lanning
Mr. & Mrs. A. Colter	Dr. & Mrs. W. Marston
Mr. Cruickshank	Dr. & Mrs. W. Moore
Hon. Mr. Ree. Davis	Mr. R. Patterson
Mr. J. D'Este, M.A.	Mr. F. F. Fotes
Mr. J. D'Este	Mr. L. C. R. E.
Capt. Deconer, A.O.B.	Miss C. Ried
Mrs. Deconer	Mrs. G. Seache
Rev. & Mrs. A. D. Ennis	Mr. J. Gray Scott
Mr. Condr. Fremantle, M.N.	Mr. P. V. Wolf
Mrs. Freeman	Mr. Young

## STEAMERS PASSED THE CANAL.

December 4th—*Austria*, *Cloverbank*, *Specia*, 7th—*Benevento*, 11th—*Auchius*, *Banca*, *Calcutta*, *Flintshire*, 14th—*Petronia*, 18th—*Dardania*, *Vrona*, 21st—*Acara*, *Ningchow*, 25th—*Bengale*, *Pinguey*, *Telemachus*, *Nera*, *Bintang*, *India*, *Multe*, 28th—*Princess Alice*, *Rhenania*, *Slavonia*, *Kamakara Maru*, *Banuli Maru*, Jan. 1st—*Alecinova*, *Bombay Maru*, *Sithonia*, *Sucotia*, *Tenka*, *Bluceros*, *Hohenfels*, *Tamara Maru*, 4th—*Achille*, *Nora*, *Polynesia*, *Glennarm*, *Nubis*, *Dramyeth*, *Vorwaerts*.

## ARRIVAL AT HOME.

Jan. 3rd—*Pesia*, *Prins Ludvig*, *Sueria*.

## MITSUBISHI GOSHIKWAISHA (MITSUBISHI CO.) COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. All ABC 5th Ed. Western Union Codelets need All Letters Addressed: MANAGER MITSUBISHI CO. with name of place under. BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW. AGENTS: YOKOHAMA M. ABADA, Esq. CHINKIANG: Messrs. GABRIEL & Co. MANILA: Messrs. MACDONALD & Co. SOLE PROPRIETORS of Takashima, Oshi, Shizun, Namsanta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Bizen Coal. The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries. T. MATSURI, Manager, Hongkong, 814, No. 2, Pedder Street.

## IN PREPARATION.

## THE DIRECTORY AND CHRONICLE CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, PHILIPPINES, BORNEO, &amp;c.

WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1908.

## THE FORTY-SIXTH ANNUAL ISSUE